Industrial Section—Real Estate, Progress.

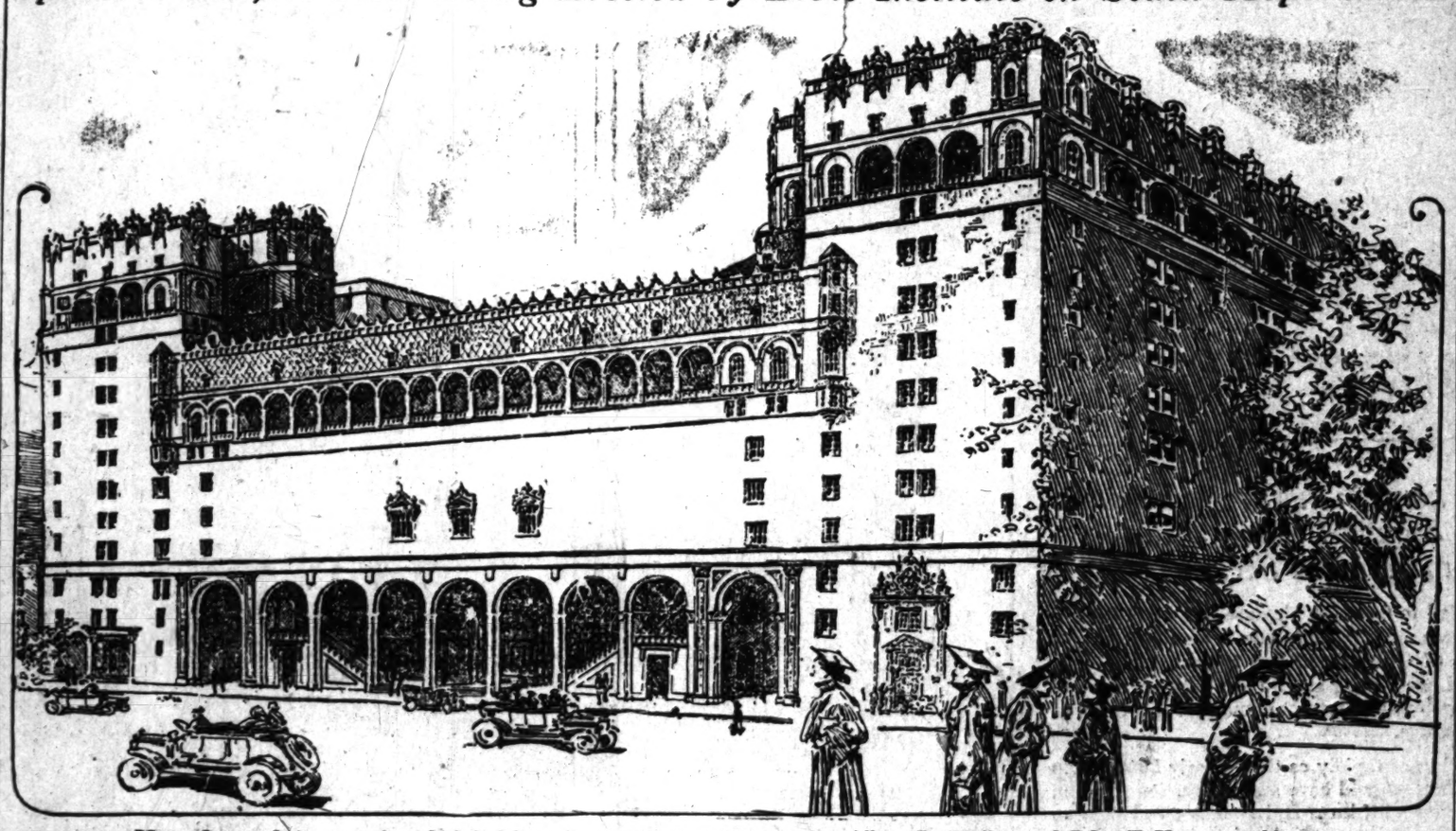
Dealings in Land. DOWN-TO-DATE REPORTS.

Los Angeles Sunday Times

Part VI: 14 Pages IN THE ACTIVE INDUSTRIES.

XXXIIND YEAR. SUNDAY MORNING, APRIL 6, 1913. THE LAND: For Free Soil and Free Men. For Free Shops and Free Workers.

Splendid Edifice Now Being Erected by Bible Institute on South Hope Street.



Huge fireproof structure for which building permit was issued last week. Albert R. Walker and John T. Vawter, architects.

Making Progress.

TO RUSH WORK ON BIBLE HOME.

First Wing of Huge Edifice Now Under Way.

Other Two Sections Will Be Finished This Year.

To Be Greatest Building of Kind in World.

A building permit was taken out during the past week for the north wing of the magnificent fireproof structure that is being erected by the Bible Institute of Los Angeles, on the east side of Hope street immediately adjacent on the south to the grounds of the Los Angeles State Normal School. The permit calls for the expenditure of $239,000 and is the first of three that will be taken out during the construction of the mammoth building.

Within the next two weeks the architects of the structure, Albert R. Walker and John T. Vawter, will take out a permit for the construction of the south wing of the building, which will be an exact duplicate of the portion now being erected and which will cost a like amount. Two months from now, if sufficient progress has been made on the two wings, the central or auditorium portion of the building, costing over $300,000, will be started. The heads of the institute hope to occupy the basement and the first floors of the south wing, and auditorium, and the whole of the north wing on August 1. The work of completing the building will be carried on above them without any interference with the work of the organization.

The last of the excavation for the entire building was finished yesterday and the footings for the structure are being rapidly installed. Those for the north wing are in and work on the superstructure of this portion of the building was begun the day after the permit for its construction was granted. Each wing will be 44x167 feet in size, thirteen stories in height above the street level and two stories below. The dimensions of the completed building will be 240x167 feet, the larger figure representing the frontage on Hope street. The cost of the entire structure will be approximately $600,000, this amount, not including the outlay to be made for fixtures and furnishings.

LARGEST IN WORLD.

The building will be of reinforced concrete construction and will suggest in its architecture the structures of the early renaissance period of northern Italy. It will probably be the largest and finest edifice devoted to religious instruction in the world and will be one of the structural marvels of the Coast. The exterior elevation of the building, like that of its European prototypes, will be simple, the effect depending upon the general arrangement of the structural features and the placing of that ornamentation is introduced.

The main arcade, three stories in height and extending across the entire front of the auditorium, will be an imposing feature. The huge arches of this arcade will be supported by nine great columns. A beautiful arcade of nineteen arches will extend across the front of the auditorium at the level of the eighth story and similar arcades will break the surfaces of the two wings at their twelfth-story levels.

The school work of the institution will be housed in the basement story, great courts from the rear furnishing ample light. Here will be an auditorium seating 900, together with a large number of classrooms. Dining-room facilities will be provided under the north wing and a complete printing establishment will be maintained under the south wing. Each wing will contain 350 dormitory rooms.

The main auditorium will be one of the largest audience-rooms in the United States and will contain approximately 4500 seats, of which 2250 will be on the main floor, over 1500 in the first gallery and 600 in the second gallery. The choir loft will seat 250. The architects have spent many months in perfecting the acoustical arrangements.

The Los Angeles Bible Institute numbers on its board of directors some of the leading men of the city, these including Lyman Stewart, H. A. Getz, J. M. Irvine, T. C. Horton, E. A. Hackett, the Rev. A. B. Pritchard, R. A. Torrey, W. F. Blackstone, S. I. Merril, Giles Kellogg and Robert Watchorn. Since its organization five years ago, the institute has grown so rapidly that today close to 1000 students receive instruction at the small building at Nos. 260-264 South Main street, which now houses the work. The board of directors purchased the Hope-street site in January of last year, paying for the property a consideration of $170,000.

The Bible Institute was organized for the purpose of offering to men and women the opportunity for a careful critical study of the Bible, with the end to qualifying them for active Christian service of every kind. The school offers a two years' course of study. At its head as dean, is the Rev. R. A. Torrey, D. D., for many years head of the Moody Bible Institute of Chicago. Lyman Stewart is president, and T. C. Horton, superintendent of the institution.

PELLISSIER SQUARE.

Eighty-acre Homestead of Wilshire District Pioneer to Be Subdivided Into High-class Residence Sites.

The eighty-acre homestead of Germain Pellissier, which has been a landmark in the Wilshire district for thirty years, is to be subdivided and sold in residence lots. The tract will be known as Pellissier square and high building restrictions will be enforced. There will be 218 lots, ranging in size from 75x150 to 150x150. Wide streets, twelve-foot parkways set to Cocos Plumosas palms, six-foot walks, sewer, gas and water connections inside the curbs, and telephone and light wires in conduits, will be features of the improvements to be installed.

Knapp & Woodard, engineers, have just completed the survey of the property and contracts are being let. The tract lies between Wilshire boulevard and San Marino street and Hobart boulevard and Western avenue. It will be handled by L. H. Mitchel & Son, Hoyt Mitchel being a son-in-law of Germain Pellissier.

ACTIVITY AT PLANADA.

Plans Out for New House of Worship—Big Irrigation System Completed—School Site Donated.

PLANADA, April 5.—Plans have been adopted for St. Paul's Refogmed Church of Planada and construction has commenced under the direction of the Rev. F. B. Ruf. The building will cost approximately $4000.

The Planada Development Corporation has completed its irrigation system on the Whealan tract, consisting of over two miles of underground twelve-inch concrete pipe from a 750,000-gallon reservoir. This reservoir is supplied by an eight-inch pump, operated by electricity and pumping from two twelve-inch wells. The controlling corporation is also to commence work on a similar system for 160 acres of the Holt tract. Eight lots have been donated by the Planada Development Corporation to the Merced County Supervisors. These are to be used as a site for a grammar school for the Planada district. Bonds to the amount of $4000 have been voted and sold at a premium to the Merced Security Savings Bank. Plans have been accepted and bids are now being received for the erection of this structure.

REPORT OF SALES.

Investment Company Lists Deals in Rodgers Park and Figueroa Boulevard and College Tracts.

The house and lot department of the Los Angeles Investment Company reports the following bungalow sales:

In Rodgers Park — Five-room bungalows to Gladys Patric, No. 1119 West Sixty-ninth street, $2700; Luther P. Barrett, No. 1142 West Sixty-ninth street, $2550; Loren E. Speer, No. 1142 West Seventieth street, $2675; Edna Rush, No. 1159 West Sixty-ninth street, $2700; Jakob Shira, No. 1150 West Seventieth street, $2650; Frank A. Herbert, No. 1143 West Seventieth street, $2675.

In New College Tract—Mabel H. Snyder, six-room bungalow, No. 4812 First avenue, $4650; August W. Peabody, No. 4812 Second avenue, $4425; Frank and Florence Van Hael, No. 5013 First avenue, $3600; Jennie B. Wilson, No. 4904 First avenue, $3850.

Elder Place No. 2—C. F. and Anna P. Conley, No. 1656 East Fortieth street, $2500.

Lot sales are reported by the same company as follows:

In Rodgers Park — C. E. Lingenfelder, $700; Georgiana Mason, $600; Nicholas Martin, $750; Henry J. Felix, $700; J. W. Goodell, $500; Paul Haygood, $600; W. H. Weedon, $500; J. R. McDaniel, $750; Clarence B. Ownbey, $600m W. S. Rogers, $500; B. F. Austin, $750; Erminie B. Sabean, $1000; Telespore B. de Montville, two lots, $1400; L. B. Borgt, $950; Cyrus D. Yarger, $750; G. B. Lindesmith, $750.

New College Tract — Mary Thickstrum, $1100; William Hannah, $1100; Rose A. Hunter, $900; Harry Cheney, $850; Edna Tweddell, $950; Edyth L. Gorman, $950; George J. Klein, $1000; William G. Semonite, two lots, $825 each; Jesse L. Hodges, $950.

Figueroa Boulevard Tract—Elizabeth Jensen, $600; Roscoe M. Aleshire, $600; Jennie C. Brown, $600; H. J. Koehler, $600; William J. Garwood, $600; A. Falconbridge, $600; Sydney Rickerts, $600.

College Tract—Joel E. Brown, $1168; Susan M. Sweet, $1301; Otto Lefevre, $900; Guy V. Colf, $850; P. G. Peterson and C. E. Winberg, $1157; L. A. Knouse, $1286; C. A. Fox, $1000; Bessie Elder Rodgers, $1400; C. H. Hubbard, two lots, $1300 and $1024.

FRANCHISE SOLD.

Pacific Electric To At Once Begin Construction of Long Beach-Bay City Line—Improvements to Follow.

BAY CITY, April 5.—The sale of the franchise for the new Long Beach-Bay City line was completed this week when the Board of Supervisors of Orange county delivered it to the Pacific Electric. With the announcement of the transaction the railway company stated that construction work would begin immediately, and would be rushed to completion. The line is already running between Long Beach and Alamitos, and the extension will close the gap of one mile between the latter town and Bay City.

With the starting of construction of the new electric line work will be started on the $75,000 pavilion, dance hall and bath-house which was announced some time ago. The preliminary work of grading and preparing the ground has already been begun.

GLENDALE ADVANCING.

Building Permits Increase, Carnegie Library Plans Are Drawn, and Poles Removed from Streets.

GLENDALE, April 5.—Building permits for the months of December, January, February and March in this city have an aggregate valuation of $280,000. The permits for this period show an increase of 50 per cent. over the same period last year. Since July 1, 1912, there have been 575 new meters installed by the municipal electric lighting department, this being at a rate of more than two each day. At this time the department has more than 2000 meters set.

Charles Richter of North Glendale, a retired merchant of Chicago, is putting the finishing touches on a ten-room home costing about $12,000 and which was designed by A. F. Priest. George K. Barnes, formerly of the Smith-Barnes Music Company of Chicago, is erecting a six-room residence at the corner of Brand boulevard and Randolph street. His son, E. K. Barnes of Rockford, Ill., will begin in a short time a residence on the lot adjoining.

Paul V. Tuttle of this city is drawing plans for the new Carnegie library, which will cost $12,500. These plans will be sent to Carnegie for approval and upon their return to Glendale work will be started.

The plan to beautify the city by having all the poles along the leading streets removed and the wires placed underground, is a success. The Pacific Telephone and Telegraph Company and the municipal lighting system's wires have been placed underground and the Home Telephone is placing its wires in conduits. The poles of the Glendale-Montrose electric line have been placed several feet back of the property line.

TO REVIVE BEACH TRACT.

Agency for Clifton-by-the-Sea Secured by Local Brokers—Property Laid Out by Huntington Interests.

The agency for a large part of the unsold portion of Clifton-by-the-Sea was taken over during the past week by Harry Hegna and J. F. Hayden of the H. & H. Realty and Building Company. This concern has opened sales offices on the property. About 1100 acres are involved in the arrangement.

The property is owned by the Huntington interests and was laid out about five years ago. A fine boulevard was extended through the holding from Redondo Beach and wide laterals were run into this. A large number of attractive homes were erected at the start and there has been an intermittent activity since. For years, however, the place has been comparatively quiet.

The property immediately adjoins Redondo Beach on the south and crowns a high bluff looking directly upon the ocean. It has a beach of its own at its southern end. The brokers who have just secured control of the property plan to build a number of homes in the tract as well as to sell lots.

THE M'CARTHY TRACTS.

The McCarthy Company reports the following sales: To R. W. Baker, lot between Normandie and Halldale avenues on Fifty-second street, $1000; Philip Wrigley, lot between Sixty-sixth and Sixty-seventh streets on Main street, $1250; Ward Parker, lot on Moneta avenue, $1250; M. A. Romstedt, lot on Sixty-seventh street, near Main, $950; F. W. Baker, lot between Sixty-fifth and Sixty-sixth streets on Main street; E. R. Bohan, lot on Eighty-fifth street, between Moneta avenue and Main street, $750; Nicolas Marzullo, two lots on Eighty-fifth place, $1350; W. E. Carson, bungalow at No. 861 West Seventy-fifth street, between Vermont and Hoover streets, $2100; G. G. McCormack and A. F. Grant, lot on Eighty-fifth street, between Main street and Moneta avenue, $675; E. L. Lewis, lot on west side of El Molino street, between Eighth and Ninth streets, $3250; H. M. Snyder, lot at corner of West Eighth street and Mariposa avenue, $3600; E. W. Crane of Ventura, corner of West Eighth street and Fedora street, $4000; Clara W. Beaumont, southwest corner of West Eighth street and Mariposa avenue, $4050; Henry L. Wilson, lot on the west side of Wilson place, $2500; Ethel Burdett Land, bungalow at No. 305 Maryland avenue, Glendale, $3100; T. S. Knoles, corner of Fifty-seventh street and Hoover street, $2000; Sam H. Robey, lot in The McCarthy Company's orange grove tract in Arcadia, $350; Julia M. Pendleton, house at No. 1128 Avenue 57, $2750; R. C. Snyder, lots on Main street, $1596; E. P. Stewart, lots on Main street, $1000; Marian Venticinque, house at No. 6501 South San Pedro street, $3800; Everett Burton Congleton, lot on Halldale avenue, $775; James E. Glendemming, lot on Denker avenue, between Fiftieth and Fifty-first streets, $1050; Charles E. Hill, corner lot on Fifty-second street and Halldale avenue, $1250; William Stone, lot on Denker avenue, $1025; W. H. Tarver, house on Wilton place, $6450; A. L. Johnson, house on Wilton place, $6500; M. A. Romstedt, corner of Seventy-first and Main streets, $1450; George P. Steinbrone, lot on Fifty-second street, between Halldale and Normandie, $900; Elbert C. Young, lot on Fifty-second street, between Denker and Halldale, $875; James B. Smith, lot on Fifty-second street, between Denker and Halldale, $875.

OPEN SEAWARD TRACT.

Four hours of feasting, with music and other features of entertainment, will mark the opening of the Janss Venice Short Line Park this afternoon. The subdivision work has been completed, inclusive of the building of streets, sidewalks and curbs and the installment of water, electricity and other conveniences on the seventy-two-acre tract. The subdivision fronts on the Pico boulevard extension for more than 3000 feet and is one block from Washington boulevard.

LAFAYETTE SQUARE.

The Crenshaw Security Company reports recent sales in Lafayette Square as follows: T. J. Grier, general superintendent of the Homestake mine in the Black Hills, the fourteen-room mission type residence at No. 29 Buckingham road, at corner of St. Charles place, lot 140x145 feet, $20,000; P. Cherrington, general attorney for the Salt Lake Railroad, lot on Victoria drive, $3200; E. J. Schultz, recently from Pittsburgh, lot on Virginia road, $3200; Neelie H. Chase, northwest corner of Wellington road and St. Charles place, 80x150 feet, $7500; Mrs. Thomas E. Miller, lot on Wellington road, $3550; Phillip P. Greppin, lot on Wellington road, $3300; M. J. Nolan, 90 feet at the southwest corner of St. Charles place and Virginia road, $8500; Frank B. Moiso, 63 feet at the northwest corner of Virginia road and Washington, $6000, and 60-foot lot on Virginia road, $3500; Alice M. McCleary, lot on Buckingham road, $2950; Dr. Mark B. Smith, 60 feet on Buckingham road, $4000. It is expected that the above sites will be improved in the near future.

NEW LONG BEACH TRACT.

J. W. Young & Co. opened a new suburban tract at Long Beach, "Boulevard Terrace," yesterday. A special excursion was run from Los Angeles. Young is specializing on harbor property and has 320 acres in the Long Beach district, which he is now having subdivided for a residence center, to be known as the "Industrial White City."

Spells New Era.

CARS REACH SAN FERNANDO.

Large Tract of Valley Land Made Accessible.

Two Thousand Acres Opened by One Company.

Boulevard Follows Trolley; Another Building.

A big free barbecue in San Fernando yesterday marked the opening of the Pacific Electric extension from Van Nuys and the establishment of trolley connection between Los Angeles and the old mission town. The entertainment was held under the joint auspices of the San Fernando Mission Land Company and the Angeles Mesa Land Company.

One of the largest of recent deals in the valley has just been consummated between these two concerns. The Angeles Mesa Land Company last November bought the interest of H. E. Huntington in the former company, valued at $120,000. Last week it followed this up by purchasing from the San Fernando corporation 2170 acres of its lands for $590,000.

The tract consists of level lands on the north slope of the valley two and a half miles southwest of San Fernando and almost due south of the San Fernando Mission. The land was farmed by the Franciscan fathers a century ago. It is about three miles south of the 1500-acre reservoir now being built for the waters of the Owens River.

The property is bisected by Brand boulevard, which, at Van Nuys, intersects Sherman way, the $500,000 boulevard from Los Angeles to Owensmouth. The Pacific Electric extension runs on this boulevard. Transportation will be still further improved by the construction of an oiled macadam highway running east and west, intersecting Brand boulevard and extending through the lands of the company to the village of Zelza, three and a half miles to the west.

Offices have been established in the $75,000 Porter Hotel at San Fernando and tracts of five acres up will be sold. The Porter Hotel was opened to the public yesterday for the first time, as was also the scenic highway from the old mission up to the big reservoir.

NEW VERMONT SQUARE.

Work of construction of the extension of the Dalton-Vernon avenue line of the Los Angeles Railway along the southern boundary of New Vermont Square to the western city limits, is now in progress. During the week just passed ten new houses were started in the tract, as follows: C. H. Isler, corner of Halldale and Forty-eighth streets; James H. Ramey, south side of Forty-first drive, between Gramercy and Arlington; Ramey-Colf Building Company, south side of Forty-first drive, between Gramercy and Arlington; I. M. Ziegler, corner of Kansas and Forty-seventh streets; T. E. Harrison, south side of Forty-ninth street between Normandie and Halldale; N. E. Annelberg, corner of Fiftieth and Normandie; Andrew Mathisen, north side of Forty-first drive between Western and St. Andrews; Mrs. Anna Wagner, south side of Forty-sixth street between Budlong and Raymond; Adolph Hitz, east side of Budlong between Forty-seventh and Forty-eighth; F. A. Ripley, north side of Forty-third street between Gramercy and Arlington.

Good Men

More Depends Upon the Men at the Head of the Company Than Most Investors Realize. They Are the Shareholders' Greatest Protection and Best Guarantee of Success, Profits and Regular Income

No company has a stronger, more conservative, careful board than the seventeen men who manage the affairs of Commonwealth. Every one is a big success—every one is a money maker—every one is a keen, conservative, shrewd business man of unquestionable ability, mature judgment and large experience. All have lived here for years and enjoy the fullest confidence of the community.

Your Money is Safe and Your Money Will Make Money Under Their Management

SHARES 40 CTS.

No Interest on Monthly Payments

Commonwealth Home Builders
212 Union Oil Building - 7th and Spring Sts - Los Angeles, Cal.

One of the many Pumping Plants and Reservoirs being installed on the Citrus Cove Ranch near Dinuba and Orosi, Fresno County, California. A plant like the above insures sufficient water for 40 acres of land and costs complete $600.00.

THE CELEBRATED HEINIE RANCH—now known as the Citrus Cove Ranch

located in the Orosi and Dinuba territory, Fresno County. This land has long been recognized for the growing of Citrus and Deciduous fruits owing to its fertility of soil and its exceptional advantages as to location, it being entirely surrounded on three sides by mountains and having an elevation of about 700 feet, making it the Best PROTECTED land in the San Joaquin Valley. During the late freeze, young orange trees planted on the adjoining property were not hurt.

The Citrus Cove Development Company who own this ranch, since purchasing same have spent something like $30,000.00 in development, grading roads, installing pumping plants and putting the ranch in general in first-class shape for homeseekers.

When the new Santa Fe Railroad is built from Cutler to Minkler, which according to the Fresno Republican of March 25th and the Reedley Ledger of March 28th will be started about the middle of April, the new town of Citrus Cove will be placed on the market.

For the next thirty days it has been decided by the management of PROTECTED CITRUS COVE to offer to actual settlers the choice of any 20-acre tract at $150.00 per acre on the exceptional terms of $30.00 per acre down and the balance to be divided in ten equal annual payments. We will also allow a discount of 25% on all improvements up to $1000.00 placed on each 20-acre tract sold during our opening, which lasts for thirty days from date.

We have arranged with the Railroad to run special excursions on Wednesday and Saturday evenings. These excursions will be absolutely free to purchasers, and in order to get in on these excursions it will be necessary for you to call at our office and register early.

C. F. DE WITT COMPANY
413 South Hill Street

Gillette's Regent Square

Put YOUR home in this new subdivision in the beautiful San Vicente-Santa Monica Section

Make up your mind to find both pleasure and profit "where mountains and ocean meet." Right now is the time to investigate the merits of Gillette's Regent Square. Today, in our big Auto-de-Luxe leaving at 9:30 and 1:30, or in one of our private cars, go out and inspect minutely every detail of location and advantage.

A subdivision selling as rapidly as this—nearly $300,000.00 in a few weeks' time—should have some attraction for you. Values are going up with leaps and bounds all along San Vicente Boulevard. It is now coming into its own. Prospects are for huge profit for all buyers in this section.

There is only a little of this high-lying land left "where mountains and ocean meet," and it is going very fast. Gillette's Regent Square is the peer of this section. It offers wonderful opportunities to investors and homeseekers.

Gillette's Regent Square advantages cover perfect location, grand panoramic scenic view, close proximity to the beaches and canyons, fine auto boulevards, ideal climatic conditions and fine car service over Pacific Electric Westgate-Santa Monica line.

Gillette's Regent Square improvements will include sewers, paved streets, sidewalks, curbs, wide parkings, ornamental shrubbery, gas, water, electricity and telephones.

Considering the extremely moderate prices and interesting terms, this is the most attractive offering on the market today. Let us show it to you.

Ask for beautifully illustrated booklet.

L. D. Loomis Co.
Offices Open Sundays.
Los Angeles Office:
421 Wright & Callender Building.
Main 1676—F1614.
Santa Monica Office:
212 Oregon Avenue.
Sunset 606; Santa Monica, Home 1277.
Tract Office: Home Phone 1118, Santa Monica.

Write for Our Booklet

The booklet will be mailed you free—it tells the whole story. Better yet, drop into our office, go over our books, post yourself thoroughly on every last detail. Ask your bankers about the men behind us—their records are clean—they're the type who compel success.

The Men Behind Us

President: A. J. Neimeyer, owner lumber and railroad interests in the Middle South, President Tropico Lumber Company.

Vice-Pres. and Gen. Mgr.: C. E. Price of C. E. Price & Co., Oil Operators; Doran, Breese & Price, Contractors, and Pres. Pricewell Oil Co.

Vice-Pres.: Myer Siegel, Pres. Myer Siegel & Co., Merchants of Los Angeles Est. 1886.

Vice-Pres.: W. R. Blackman of Blackman & Duchene, oldest established public accountants in Los Angeles.

Secretary: G. C. Dennis, Attorney, experienced Real Estate Operator.

DIRECTORS

C. R. Cunningham, Contractor and Builder, Oneidale and Tropico.

Chas. Jacobs, Pres. Santa Barbara Land and Water Co.

The Men Behind Us Are Thoroughly Practical

They're Business Men---Not Promoters

Every man on the board has scored a success—they're solid business men—money-makers, thoroughly posted on the building and realty business. Study the list.

Join us today at 50c per share—that means an equal partnership. Not a share has been sold for less, no promotion stock has been issued—over 80,000 shares have been subscribed to date—we're building several bungalows on our West 88th St. tract. Right now is the time to join us—price soon to advance.

Monarch Investment Co.
226-227 Security Bldg.
Main 3328 Los Angeles F 4778

City Builders Investment Co.

Investment —And— Building Opportunity

No City in the world has carried the Home Building business to the same degree of perfection as has Los Angeles. New York City still lags behind, and even San Francisco is far in the rear.

Any man or woman with a few dollars ahead who hasn't shares in a Building Company, is certainly in the minority.

Millions of dollars worth of these shares have been sold—they are earning thousands of dollars in dividends yearly.

THE CITY BUILDERS INVESTMENT COMPANY offers an attractive investment opportunity.

The company's shares are paying 12% dividends, payable January, April, July and October. Shares are now selling at $1.25, to be advanced May 1st to $1.50.

The Company's tracts are located at Santa Monica, Hollywood, Huntington Park and Pasadena.

If you contemplate purchasing a home site or a home, we invite you to inspect our properties. Our automobile is at your service.

If you contemplate making an investment, give us an opportunity to give you the details of our Organization, plans, properties, etc.

WRITE FOR COPY OF THE CITY BUILDERS BIG BOOK ON BUILDING.

City Builders Investment Co.
A. L. ABRAHAMS, President and General Manager
307-8-9 Title Insurance Bldg., (5th and Spring Sts.)
LOS ANGELES
Main 8505 (Open Every Evening) Home 10281

COUPON

Please send me without charge, CITY BUILDERS BIG BOOK ON BUILDING, just off the press.

NAME .....

ADDRESS ..... Times

Our Bungalows have given to Los Angeles and Pasadena world-wide renown. Send $1.00 for our large book of 48 cents for smaller one, which shows 50 ideal homes. See us about your plans. THE BUNGALOWCRAFT CO., 307 Chamber of Commerce, Los Angeles, Cal.

Little Farm Excursions

Thursdays and Saturdays

Reduced rate to heart of San Joaquin Valley—Free hotel and auto accommodation—A chance to see the best of the Valley under personally conducted trip—Reliable, experienced man in charge—Do not miss this chance—It means the farm you are looking for—It means good soil, water and every condition right and full value for your money.

Productive Section—County Well Developed

A No. 1 for Alfalfa, Olives, Fruit of all kinds, Vegetables, Garden and Flowers, Hogs, Cattle, Poultry and the Dairy.

IT IS ALL
- Good Land
- Proven Land
- Productive Land
- Land With Good Water Conditions
- Land That Will Never Disappoint

That's Our Kind of Land—the Sharon Kind

Right at Railroad Station. Every modern convenience at hand.

SHARON FARMS
$100 PER ACRE
IN 10 AND 20 ACRE FARMS

55c a Day, or $16.50 a Month, Will Make You Owner of a Ten-Acre Farm—Bargains in Section Prices—Insurance features.

Tear off and mail the coupon below.

Farmers & Investors Development Co.
General Agents, 338 S. Hill St., Los Angeles

Please send further information and literature to M.....

Address .....

I would prefer going with the excursion on { Thursday / Saturday } next.

PRINCELY NEW TRACT SANTA MONICA

Robert Marsh and Company to Swell the Already Large Number of Santa Monica Subdivisions With One of the Southland's Most Regal Properties.

Again the clarion note of progress sounds and another new subdivision is heralded to the world in the greatest of all Beach Cities, Santa Monica.

This new subdivision is not one of the unusual type of high class bungalow properties, such as its adoining sister subdivision which was placed on the market by Robert Marsh & Company over a year ago; but to the contrary, it is to be one of the most ultra-homesite tracts Southern Californians have yet had an opportunity of enjoying for home palaces.

This tract comprises the entire plateau west of the Robert Marsh & Company first subdivision, Ethelwyn Manor.

This plateau is the highest in elevation of any of the properties in this Santa Monica region, with the exception of those which are a mile or two farther back in the foothills and mountains. It is four hundred feet above the sea, commanding an absolutely unobstructed view of it from every portion of the property.

The plateau being of this splendid height will admit of no end of beautifying in its parks and grounds, which fact will be taken full advantage of by the scenic artist who will be brought to Los Angeles for the particular purposes.

Imposing stonework ornamentation will be one of the principal factors in these princely grounds, such indeed as you might have seen 6000 years ago in the formal gardens of the Egyptians, or in the outgrowth of these magnificent gardens in Rome.

Rome's natural formation was not unlike that of this new plateau which fact will make possible the same general scheme of action in the entire plans of the beautiful stone stairways with magnificent floral gardens.

The same superb sweeping terraces, will be here, mounted by broad, stone stairways with magnificent electroliers on each landing; with masterpieces of stone statuary placed at just the right intervals throughout the terraces and grounds to give the desired touch of dignity and grandeur.

The same type of balustrades, colonnades and other details which distinguished the Roman epoch from all other epochs will be in evidence not only throughout the gardens, but also in the palatial homes which will be built in the immediate future. Many of these homes are now being planned, the work to commence on them just as soon as the tract has its formal opening a few weeks from the present.

Some of the private grounds of these new homes will partake of a combination of both the Roman effects and their more modified successors of the Italian Renaissance period; which garden treatments may be found now in the grounds of the palatial homes of northern Italy.

These homes following the Renaissance type in combination with the Roman will have a combination of the strictly imposing, geometric ornamentation with a lavish display of carvings, frescoes and sculpture in their most elaborate conceptions.

Some of such lovers and masters of this Classic art as Lorenzo de Medici, patron of all the Arts at Florence, Michelangelo, Raphael and Gillo will have their masterpieces reproduced in these various stone pieces.

Others of these private homes will partake more of the French reproductions of the Roman stone art, such as Andre le Notre designed in the famous gardens of Louis XIV, with fountains and basins to take the place of the grottoes and cascades to be found in the strictly Roman types.

In addition to the stone ornamentation, a veritable sea of flowers and waving blooms will be added to give even greater charm to the grandeur of the scene.

OBSERVATION TOWER TO BE A FEATURE.

Another feature which will give particular interest to this new property will be an observation tower, which will be built of exceptional height so that those peering from its windows may see steamers and other ocean craft far out to sea.

Imagine yourself in this tower for a few moments at the period of the day when the shadows are growing longer and longer. Imagine the kaleidoscopic scenes that would gradually pour vision as you would view them in turn.

First, perhaps, you would just commence watching the first saints of evening, as they commence to gather in the long gray strips of greyish green trees in distant rear, found making the only shadow on the silver veiled plain. Away to one side, Catalina's royal head seems to lay away her golden crown as she draws her purple mantle about her.

To another side you see the distant gray and dreamy forms of the distant towers and skyscrapers of the taller buildings of Los Angeles, leaning specter-like against the gray sky.

Again as you look in still another direction you see the long range of mountains, drawing their rose moments over the top of Baldy Mount and mingling in the shades of night, gray shades.

IMPROVEMENTS TO BE UNENCUMBERED.

In harmony with the many other features which will be included in this magnificent tract of land, every other improvement will be the best obtainable.

The streets throughout will be of the best asphalt, every highest class city improvement going with the tract, which will range between 100 feet of sixty by one hundred and fifty, to one hundred and forty by two hundred and twenty.

There are three hundred lots already, the majority being in the odd shapes that will lend admit of artistic treatment of grounds.

BUILDING PERMITS.

Following are the building permits issued to cost $1500 and over issued from March 27 to April 2, inclusive:

Bungalow, five rooms, No. 445 West [illegible] street; Victor Sanchez, $1500.

Bungalow, ten rooms, No. 1017 [illegible] place; Country Club [illegible].

Store building, two-story, No. [illegible] Hoover street; Emil [illegible], $1600.

Bungalow, five rooms, No. 617 [illegible] street; Clayton C. Beers, [illegible].

Bungalow, five rooms, No. 5929 [illegible] avenue; G. W. Smiddy, [illegible].

Residence, 138 West Thirty-fifth [illegible] J. Bladerer, $2000.

Store building, No. 2014 East First [illegible] H. Minkus, $12,000.

Garage, No. 2057 West Pico [illegible] B. Clemm, $5000.

Residence, No. 721 East Twelfth street; [illegible] Hassel, $1500.

Bungalow, five rooms, No. 2961 West [illegible] street; Mrs. G. H. Alpeter, [illegible].

Bungalow, ten rooms, No. 315 [illegible] Hartpence avenue; Frank G. [illegible], $6000.

Bungalow, seven rooms, No. 5537 [illegible] street; Anna H. Selt, $2000.

Bungalow, six rooms, No. 1343 [illegible] avenue; E. E. Tumble, [illegible].

Bungalow, six rooms, No. 1329 [illegible]-second street; F. M. Moffett, [illegible].

Bungalow, sixteen rooms, No. 2900 [illegible] Normandie avenue; Emma G. [illegible], $1000.

Store dormitory, thirteen stories, [illegible], No. 528 South Hope [illegible] Institute of Los Angeles, [illegible].

Bungalow, dozen rooms, No. 454 Rosemont; W. C. Sharon, $3850.

Bungalows, Nos. 320, 316 [illegible] North Normandie avenue; [illegible] E. Veeder, $3000 each; total, [illegible].

Apartment, east of apartments, No. [illegible] street; Alice M. Seckler, [illegible].

Dwelling on lot, No. 909 West [illegible] street; Mrs. Julia O. Caldwell, [illegible].

Bungalow, twelve rooms, No. 1165 West [illegible] drive; L. Chick, $3500.

Bungalow, seven rooms, No. 914 [illegible] drive; A. H. Cuenod, [illegible].

Dwelling, eight rooms, No. [illegible] Virgil Avenue; Clyde L. [illegible], $2000.

Bungalow, six rooms, No. 5167 [illegible] place; Consolidated Los [illegible] Builders, $1850.

Bungalow, seven rooms, No. 2901 [illegible] Avenue; D. B. Hogan, [illegible].

Bungalow, six rooms, No. 1046 [illegible]-ninth street; Los Angeles [illegible] Company, $1900.

Bungalow, seven rooms, No. 4712 [illegible] avenue; Adolph Hitz, $2000.

Bungalow, eight rooms, No. 322 [illegible]-seventh street; W. A. [illegible], $2200.

Bungalow, nine rooms, No. 627 South [illegible] street; Stephen N. Loew, [illegible].

Bungalow, seven rooms, No. 1617 [illegible]-eighth street; Otto Le[illegible], [illegible].

Bungalow, seven rooms, No. 5603 [illegible] Way; Ralph M. Sprowls, [illegible].

Bungalows, five rooms each, [illegible] 621 West Thirty-ninth [illegible] 646 West Thirty-[illegible] San Pedro; George H. [illegible] each, total $6000.

Bungalow, nine rooms, No. 1814 [illegible] avenue; Miss M. G. Kelly, [illegible].

Bungalow, eight rooms, No. 5346 [illegible] avenue; Mrs. E. B. [illegible], $4000.

Dwelling, No. 3123 South [illegible] street; Mrs. Nora McCartney, [illegible].

Dwelling, eight rooms, No. [illegible] avenue; George [illegible], $1500.

Store warehouse, 105x576 [illegible] Outer Harbor Dock [illegible], $67,000.

Bungalow, six rooms, No. 2926 [illegible] Jeffries Estate, $1500.

Residence, seven rooms, No. 3207 Arlington street; Consolidated Los Angeles Builders, $2000.

Residence and garage, eight rooms, No. 1057 West Forty-seventh street; J. M. Ziegler, $3500.

Bungalow, five rooms, No. 1436 West Fifty-second street; G. P. Steinbrower, $1500.

Flats, sixteen rooms, No. 403 East Forty-ninth street; S. J. Ryker, $4500.

Double residence, eight rooms, No. 1020 East Forty-third street; Mrs. Anna S. Rivers, $2500.

Store building, No. 5972 Figueroa street; Frank P. Maguire, $2000.

Flats, sixteen rooms, No. 1000 East Thirty-ninth street; A. W. Salisbury, $4000.

Bungalow, five rooms, No. 655 West Sixtieth street; A. F. Whittington, $1500.

Residence, seven rooms, No. 1124 West Vernon avenue; Mrs. Margaret J. Bienapfl, $2000.

Bungalow, five rooms, No. 6352 Leland way; W. F. Markham, $2650.

Bungalow, six rooms, No. 5667 La Mirada avenue; J. F. Herdman, $2500.

Residence seven rooms, No. 1220 West Forty-sixth street; Anna Wagner, $3340.

Bungalow five rooms, No. 5432 Lexington avenue; Charles H. Woehl, $1550.

Residence eight rooms, No. 1523 Fairfax avenue; George D. Hale, $4000.

Brick theater and loft building, five stories, No. 733 South Hill street; Edward D. Silent, $50,000.

Move and add to church, No. 1174 W. Vernon avenue, to No. 4012 South Budlong avenue; Vermont Avenue Square M.E. Church, $8000.

Bungalow five rooms, No. 316 North Avenue 54; Mrs. E. McVickers, $1600.

Bungalow six rooms, No. 1760 Vista del Mar; Arthur White, $2500.

Bungalow five rooms, No. 675 West Sixty-third street; Alexander Building Company, $1600.

Bungalow six rooms; A. G. Keene, $2200.

Bungalow five rooms, No. 949 North Serrano avenue; E. Rapp, $1500.

Brick apartment house, four story, 116 rooms, No. 641 St. Paul avenue; M. E. Blasier, $65,000.

Add brick and steel frame warehouse, No. 550 Mateo street; Union Well and Supply Company, $1500.

Bungalow, six rooms, No. 1936 West Forty-first place; R. F. Crum, $1965.

Bungalow, six rooms, No. 2150 Santa Cruz street; Sarah G. Eastwood, $1500.

Double residence, twelve rooms, No. 2126 West Bellevue avenue; E. H. and Gertrude N. Huffman, $2300.

Bungalow, six rooms, No. 1524 West Twentieth street; William Gummerson, $2000.

Bungalow, six rooms, No. 2011 West Forty-third street; Fred A. Ripley & Son, $1500.

Two bungalows, six rooms each, No. 1014 West Fifty-second street and No. 4013 West Fifty-third street; F. H. Redpath Company, $1500 each, total, $3000.

Bungalow, six rooms, No. 321 North Reno street; G. M. Passmore, $2300.

Apartment-house, three stories, No. 1006 Echo Park avenue; Charles and Lena Zahl, $15,000.

Steel frame and concrete theater, three stories, Nos. 1318-24 South Figueroa street; Mrs. L. Ducommon, $120,000.

Bungalow, six rooms, No. 2407 Mont Clair avenue; C. F. Working, $1550.

Bungalow, six rooms, No. 234 North Wilton place; Zens & Shelton, $2500.

Bungalow, six rooms, No. 3564 Arlington street; G. Sartail, $2000.

Add to and alter residence, No. 644 West Forty-second street; William H. Blanchard, $2500.

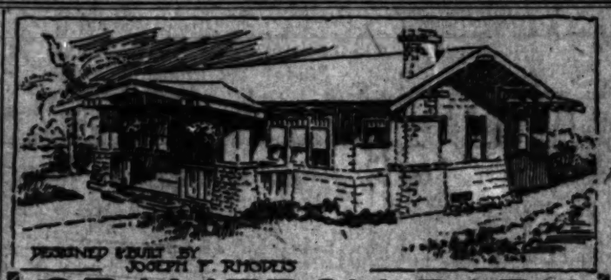
Residence, eight rooms, No. 1920 Canyon drive; Louise Blakelee, $3500.

Bungalow, seven rooms, No. 6620 South Figueroa street; Thomas D. Whipple, $1800.

Flats, twelve rooms, No. 157 West Jefferson street; Phillip W. Parker, $4820.

Bungalow, five rooms, No. 1680 East Thirty-seventh street; John Ghio, $1500.

(Continued on Ninth Page.)



GRAMERCY PARK TRACT

West Jefferson and Gramercy Place
Lots On Terms, $1050 to $1500.
BUNGALOWS
Six Rooms—Built-in Features—Lawn and Flowers
Street Improvements Completed
See This Close-in Property.

BEST IN SOUTHWEST

MR. SEVERSON,
With
JOSEPH F. RHODES,
412 Central Building

64260 Main 2637

Lost City Found.

(Continued from Second Page.)

vil, of iron or steel, and the marks of the hammer were yet visible. Long use had worn a small hole through the center. It is eleven inches long, four inches wide and weight one and three-quarter pounds.

The finding of the ancient Spanish stirrup revived the old story of the early Spanish expeditions to Nebraska and so stirred the souls of Nebraska archaeologists that James W. Savage made a trip to Madrid for the purpose of delving into the archives of the Spanish court for facts concerning the expeditions of the famous Coronado, Casteneda, Penalosa and others to the Kingdom of Quivera. As a result of years of research Savage gave the following summary of his reason for locating Quivera, just north of the Platte River in Nebraska.

"Quivera was situated northeasterly from Santa Fe. It was distant from the latter city 500 or 600 miles. It was north of the fortieth parallel, the southern boundary of Nebraska. It lay north of a wide but fordable stream."

All these conditions, and others as well, are found on the Loup River, a tributary to the Platte. And now the archaeologists have discovered along this very stream the remains of a city of immense size. The scientific expedition which is being outfitted will delve into the ruins of this great city which was discovered and described by the historian with the old Spanish expedition under Penalosa in 1662.

In tracing the line of march of Penalosa it was found that a second old Spanish stirrup, a perfect match for the one discovered in Nebraska, had been found near Junction City, Kan. This was sent the Nebraska Historical Society. The first stirrup was sent to W. R. Morris, an Omaha attorney.

In Morris's collection—the best and most complete in the West—there are two pieces of a suit of ancient armor which was found in Southwestern Texas several years ago. In the armor was the skeleton of a white man. Archaeologists argue that the finding of the two stirrups and the suit of mail all bear out the words of the historian of Penalosa's expedition.

In describing the City of Quivera the Spaniard wrote:

"This was one of the cities of Quivera. It contained thousands of houses, mostly circular in shape, some two, three or even four stories in height, framed of a hard wood believed to be black walnut and skillfully thatched. It extended along the river for more than two leagues, at which distance a third stream flowed into the second. Beyond this the city again stretched out for many leagues."

The "Seven Cities of Cibola" and the "Kingdom of Quivera," have long been thought to be myths and inventions of the minds of Indians or of the early Spaniards themselves. But so far as Quivera is concerned, recent years have shown the ancient stories to be correct. Careful search of the banks of the Loup has brought to light the fact that at some remote age a huge city had its life and being along this stream about two miles above its confluence with the Platte. On both sides of this stream are many artificial mounds and dwelling sites.

POLICE AID BOYCOTTERS.

In San Francisco They Stand on the Sidewalks and do not Interfere With Unionite Pickets.

[San Francisco Wasp:] There is a strike on at the Frank & Hyman, Inc., shoe factory at Eighteenth and Bryant streets, this city. In the shoe business, as in every other manufacturing industry, the installing of new machinery and new equipment is always necessary to keep pace with competition and the progress of the times. Last year this firm placed machinery in its factory, which would very materially increase its output, and lessen the cost, not making any different conditions in its shop, other than are being adopted in eastern concerns, where union men are being employed daily. However, after the machinery was installed the employees claimed that the union instructed them that they should not do any more work with the new machines than they formerly did without them. This obliged the firm to discharge one or more of the employees, and finally they all walked out. Before the walkout, the firm attempted to negotiate arbitration, but same was not agreed upon by the union representatives, therefore it was found necessary by the firm to find employees regardless of their union affiliations, and not recognize any union contract—maintaining the business "open shop."

At the present time the firm has all the employees it needs. Due to lax police regulations, it is impossible for the employees to go to and from their homes without molestation, and it has been necessary for weeks for many of them to be transported to and from their homes in automobiles. Others prefer to be protected by living inside. Daily there is a line of pickets, who parade up and down the street, before the door of the factory, hooting and calling vile names, and have even spit in the faces of those who have left the factory. The police and a corporal are standing on the sidewalk, but do not interfere. It might be a good thing for peace-loving citizens, interested in the welfare of this city, to see for themselves and satisfy themselves, whether law and order are being maintained or not.

10% Per Annum, on Par, Payable Quarterly

More than 7% net on your investment, with your investment and dividends both continually increasing in value.

BUY STOCK NOW

Every purchaser of stock during the month of April will receive a check on MAY 15 for the full three months' dividends, for the present quarter.

Safety and Income

Every dollar you invest in this company is backed by good, live Southern California real estate, interest-bearing notes and securities, genuine building and subdivision activity and a representative body of Los Angeles' most successful business men.

Enormous Profits

During the last two months of 1912 this company's net profits amounted to more than $50,000.00. We are doing a remarkable business. Our resources and profits are rapidly increasing. You want stock in this company. Buy now and

Share in This Quarterly Dividend

Also share in all the future profits.

Stock can now be purchased for $1.40 a share, all cash or 10 per cent cash and 5 per cent a month. Call or write at once and reserve your stock.

OFFICERS AND DIRECTORS

GEO. W. DICKINSON, President, of the long established, conservative and successful real estate firm of Strong & Dickinson.
M. P. SNYDER, Vice-President, President California Savings Bank; three consecutive terms Mayor of Los Angeles.
W. A. BONYNGE, Vice-President, President Commercial National Bank of Los Angeles.
ALFRED E. GWYNN, General Manager, a man of extended experience and pre-eminent qualifications.
FRANK R. STRONG, firm Strong & Dickinson.
JOHN W. VAUGHN, Treasurer Continental Life Insurance Company of California.
HON. WM. D. STEPHENS, United States Congressman.
LEWIS W. ANDERSON, Attorney.
PROF. JAS. A. FORDAY, Supervising Principal Fremont Brotherhood and former Superintendent of Public Schools of Los Angeles.
GEORGE H. CHASE, Secretary and Treasurer.
W. B. BERRY, Assistant Secretary.

WESTERN BUILDING AND INVESTMENT COMPANY

Suite 310 Van Nuys Building, Seventh and Spring Streets.

60195—Phones—Main 1273.

JUST OUT
Commonwealth Bungalow Book
112 Pages—50c
The latest, most complete bungalow book ever published. Interiors, exteriors and floor plans. From $1100 bungalows up to $25,000 mansions.
For Sale—Bullock's—Foster Bros.—Hamner Company—Dawson Book Shop and our office.
Commonwealth Home Builders
212 Union Oil Building—7th and Spring Sts.—Los Angeles, Cal.

HIGH CLASS
Vacuum-Cleaners.
WOODHILL & HULSE
ELECTRIC COMPANY.

I. MAGNIN & CO.
of San Francisco,
Have opened a permanent Shop
in the HOTEL MARYLAND,
PASADENA.

5c **Watch the Little Giant** 5c

LOS ANGELES BUILDING CO

has been called the little giant of the Building Companies—because of its marvelous progress.

THE LOS ANGELES BUILDING COMPANY is growing with Los Angeles. Stockholders marvel at the tremendous strides this Company has made.

The two photographic reproductions below is just one example of its progress.

The first picture was taken on March 6th and shows Manager Wilson and several members of his staff, breaking ground for a bungalow.

The second picture was taken on March 27th and shows the bungalow practically completed, ready for the finishing crew.

This is certainly rapid bungalow building—a 10-day building operation.

This Company's present big building operations are on its beautiful tract on South Granada Avenue, Alhambra.

We invite you to visit this tract.

Just Bought One Solid Block

The acquiring, last week, of an additional solid block of lots gives the LOS ANGELES BUILDING COMPANY practically the control of building operations on South Granada Avenue, Alhambra. The purchase of this additional property gives the Company an additional asset.

Los Angeles Bldg. Co. Shares (Common Stock) 5 Cts.

This is positively the last opportunity to buy these shares at 5 cents—they will advance to 10 cents. Here is an opportunity to make a 100 per cent. investment. Buy now at 5 cents and when the shares are increased to 10 cents it means 100 per cent profit.

Over a million and a half shares of stock have been subscribed for, amounting to nearly $100,000. Why? Because this Company keeps its promises—it acts—it does something.

The investing public is not much interested in WHO and WHEN and HOW, but they are always and forever scanning the horizon for men who will take an idea and make it into SOMETHING.

The Company is using its money for building—the company has no free promotion stock—it is co-operative.

Send $5.00 by return mail as first payment on 1000 shares, the balance to be paid at the rate of $2.50 a month.

Write for our "BE WISE" Pamphlet, which we send free on request.

Depository, CITY & COUNTY BANK.

SCHEDULE OF PAYMENTS

1,000 Shares	$ 5.00 down and	$ 2.50 month
2,000 Shares	5.00 down and	5.00 month
3,000 Shares	7.50 down and	5.00 month
5,000 Shares	10.00 down and	10.00 month
10,000 Shares	25.00 down and	15.00 month
20,000 Shares	50.00 down and	25.00 month

Los Angeles Building Co,
Wm. L. Wilson, Sec'y & Treas.
310 Title Insurance Bldg., (5th and Spring Sts.,) Los Angeles
(Open evenings until 9 o'clock.)
Main 5505. Home 10851

I hereby subscribe for.....shares and enclose $.....as first payment.
Name .....
.....
.....Times

"Be Wise" Booklet On Request

Homes That Are Homelike

HIBERNIAN SAFETY AND SAVINGS HOME BUILDERS

Pay $100 and Have Your Home

Hibernian Home Builders' Eighty-fourth Place Homes

In the Center of Civic Growth

Five and Six-Room Bungalows Better Than You Could Build

Of the Famous "Hibernian Construction"

Every modern convenience—electric light—water—gas—good car service—will be finished to suit your taste.

$2750 to $3250

$100 down—balance $25 to $27.50 per month.

Hibernian Home Builders

Home 10545. 616 S. Hill. Main 5846.

Migratory.

RHYOLITE IS ON THE MOVE.

ONCE-FAMOUS MINING TOWN TAKES TRIP.

Deserted Houses Are Departing from Camp of Mushroom Growth on a Ten-Mile Journey to Vicinity of Recently-Developed Marble Deposit in Nevada.

Moving a town ten miles across the burning desert of Nevada for the sake of a recently developed marble deposit is the latest coup in the western mineralogical world. The marble deposit is two and a half miles from the new townsite of Carrara on the Las Vegas and Tonopah Railroad, and the town which is moved is Rhyolite of old-time mining fame. The marble deposit is developed by the American Carrara Marble Company and was discovered about two and a half years ago. It is just across the line in Nevada from Death Valley.

Rhyolite, the town which is supplying residences for Carrara, is one of those mining camps which grew up in a night, and after the excitement dies down is almost deserted. Rhyolite has remained so for some time. Estimates are that there were 500 people in the camp when it was in its ascendancy, but now that the days of its glory have waned, it is said that only about fifty people cling to their old haunt.

The trade rat and the jackrabbit are perhaps occasional visitors to the tenantless dwellings and except for the moving of a few of the buildings to Las Vegas, everything has outwardly remained pretty much as it once was in the deserted mining camp. But the life is gone. Now, however, that it is proposed to build up a town in the vicinity of the marble deposits, the deserted dwellings will once more have occupants, and again the neglected tavern will echo to the clink of the festive glass.

Twelve to fifteen houses and store buildings have already been moved to Carrara. One settler has been so struck with the possibilities of the new place that he has deemed it worthy of a moving picture theater and he christened his show with the euphonious and expressive name of "The Hot Potato," the reason for this appellation being, it is said, that in time the temple of tabloid histrionic art was expected to get too hot to handle. Unfortunately, however—as houses in Rhyolite were not built to endure the ravages of time and change—the trip to Carrara proved a little too severe for the constitution of the "hot potato." It collapsed, and has ever since been known as the "mashed potato."

To add to the interest in the transferred town, a gold strike has been made by a German named Charley Boltzer, right adjoining the marble deposit. It is believed, therefore, that something of the spice of mining life will be lent to existence in Carrara.

Townsite day is to be held about May 1 and by that time the water system for Carrara will, it is expected, be in working order. It is now nearly completed, and will bring the supply from Gold Center, eight miles away, for use in the town and mining camp. Trees are planted in the midst of the town in the desert, and the residents, instead of having water piped to their houses, will come to the village's center of the town where will be built a marble fountain, whence will issue continually a cooling draught.

Officials of the American Carrara Marble Company state that the marble deposit is two and one-half miles long and half a mile wide, that its average height is 600 feet and that it covers 500 acres. There are, they say, twenty-three cliff varieties. One shanpeler is working at the property, and more equipment is ordered. The company is capitalized at $2,000,000.

The reason for moving the houses across the desert from Rhyolite to Carrara is one of economy, as the cost of transporting lumber via the railroad, would be much greater than that of pulling houses across the desert with mules. It is said that in the case of one of the Rhyolite houses which cost $2200 to build, the expenditure was required of as many cents to move it to its new location.

Carpinteria.

COMPANY WANTS STREET MOVED.

SEED CONCERN CONTENDS IT WILL BEAUTIFY TOWN.

Controversy Over Change in Location of Ocean Avenue Continues and Local Company Issues Statement of Arguments Favoring Change.

[Special Correspondence of The Times.]

CARPINTERIA, April 5.—Contending that it is to the interests of Carpinteria that the ocean front be built up, and that according to the old map of the district this is impractical, because the buildings will have to be erected with a row of sand hills between them and the ocean, the Henry Fish Seed Company advocates the moving of Ocean avenue a few feet nearer the sea, asserting that thereby room will be afforded for houses to be constructed on top of the sand hills with comparaticely little grading.

The company in a recent statement defines its position in the controversy regarding the location of the street which has been agitated in Carpinteria.

"The proposition submitted for public consideration," says the statement, in part, "is to give in exchange for the streets now mapped either that will better serve the public.

"There has been a misunderstanding in the minds of many in regard to the location according to the old map of the street along the water front known as Ocean avenue. To show that this is the case, it is only necessary to say that the new bath-house is mostly on the land of the Henry Fish Seed Company, and according to the old map only a few feet of the porch extends over on Ocean avenue.

"This is simply mentioned to show that the public has been misled into thinking that Ocean avenue was farther north than it is, for it was probably the intention of those who located the bath-house to build it in the street and not on private property.

"The strip of sand hills along the water front is partly covered by Ocean avenue and partly by the fronts of lots facing the ocean."

In regard to the change in the location of the street which it advocates, the company states: "There will still be room for a wide sidewalk in front of the lots, which sidewalk would be out of reach of the highest tides. The change would not in any way lessen the rights of the public to use the beach as they have in the past, but would add to its usefulness without harming any one. It is not practical to consider building a drive on top of the sand dunes or moving them away because either would be very expensive. The natural place for a driveway is where it always has been—on the hard sand near the ocean—and that is not affected by the proposed change.

"The question before the people is this: Is it better to allow Ocean avenue to be slightly changed and make it possible to improve the water front, or is it preferable to prevent improvements by keeping the present location of a street which it would be difficult to grade and maintain. It is not unusual for Supervisors to abandon streets entirely when it seems to be the best interests of all, as has been done in the past in certain cases. However, the abandonment of the streets is not desired—simply that it be moved a few feet."

Poppy Day at Van Nuys

Barbecue
Poppy Gathering
Music by the famous Long Beach Municipal Band
McGroarty Speaks
Evening Illumination

Saturday, April 12
Afternoon and Evening
Second Annual "Poppy Day"

Make No Other Engagement

We Have Chosen the Second Annual "Poppy Day" at Van Nuys for the Formal Opening of

North Van Nuys Acres

The Splendid New Acreage Subdivision Adjoining Van Nuys on the North

Special Notice No Property Will Be Sold On "Poppy Day", But Advance Selections May Be Made at Once. Don't Wait, Go Out Today! We Have 5 Autos and Can Take Out 50 People Daily. Secure Seats In Advance.

Remember what happened two years ago, when Van Nuys was born. People who invested then are glad; those who did not are sorry. Here is a new and splendid opportunity to share in the growth and prosperity of Van Nuys, "the new town that was started right, and is making good."

Remember, Van Nuys Acres immediately adjoins an established, growing city, where values are increasing rapidly.

Remember, Van Nuys Acres is the last remaining acreage to be placed on sale along Sherman Way, the famous boulevard; on the Pacific Electric, and the Southern Pacific.

Remember, Van Nuys is the geographical population and business center of the great San Fernando Valley, of marvelous development.

FIVE, TEN, FIFTEEN AND TWENTY-ACRE TRACTS. THE ACRES OF TODAY ARE THE CITY LOTS OF TOMORROW. ONE OF THESE TRACTS WILL GIVE YOU A SUBURBAN HOMESITE NOW AND A LITTLE SUBDIVISION LATER ON, TO YOUR GREAT PROFIT.

Opening Prices $200 an Acre and Up

Barbecue at 6 P. M. Illumination in the Evening. Saturday, April 12

The fields around Van Nuys are a sheen of gold from the millions of California Poppy blooms. Gather all you may. Sightseeing autos to and from the fields for everyone.

Send the ladies and the kiddies out for the afternoon. Join them for the barbecue, exercises and illumination. We will make you "glad you came." Go early enough to take the daylight ride in and around Van Nuys if possible.

For "Poppy Day," Take Pacific Electric From Hill Street Station; Excursion Rates OR Auto via Hollywood, Cahuenga Pass and Sherman Way.

VAN NUYS BOARD OF CONTROL: Gen. H. G. Otis, Gen. M. H. Sherman, H. J. Whitley, O. F. Brent, Harry Chandler

W. P. WHITSETT, WHOLESALE SALES MANAGER

Headquarters 319 South Hill Street

F2369

Handsome Italian Renaissance Dwelling.

Home being built by W. D. Richards on St. Andrews Place.

BUILD FINE RESIDENCE.

[illegible] attractive residence of W. D. [illegible] on St. Andrews boulevard [illegible] Sixth street and Wilshire [illegible] is nearing completion. Its [illegible] will be about $20,000. The style [illegible] by Richards and his wife is a [illegible] of European tours and is the [illegible] Renaissance. The living-room [illegible] large enough to contain a small [illegible] bungalow. The dining- [illegible] is plastered and wainscoted in [illegible] English oak with hand-carving, [illegible] panels and canvas decorated [illegible]. The pearl gray conserva- [illegible] Flemish oak library and ma- [illegible] livingroom will be furnished [illegible] semi-indirect lighting systems. [illegible] rest of the house, consisting of [illegible] bedrooms, gallery, parlor, sleep- [illegible] and three tiled bathrooms, [illegible] in ivory tints.

PROPERTY EXCHANGED.

[illegible] E. Thomson reports ex- [illegible] as follows: Twelve-room [illegible] corner New Hampshire and [illegible] streets, owned by Dr. J. A. [illegible], valued at $20,000, for three [illegible] and six lots in Houston, Tex., [illegible] by Mrs. B. S. Jagemann, valued [illegible]; flat building at No. 160 [illegible] Boundry avenue, owned by G. T. Reid, valued at $20,000, for fifteen acres of orange and alfalfa land with ten-room house on Jurupa avenue, Riverside, belonging to Mrs. Flora B. Cochrane, valued at $20,000; lots at the northwest corner of Twelfth and Wall streets, improved with two cottages and a frame factory, owned by Katharina Knell, valued at $25,000, for fifteen-acre orange, alfalfa and chicken ranch at corner of First and B streets, Riverside, owned by Emma C. Hanna, valued at $20,000.

AT CUDAHY CITY.

Victor G. Kleinberger and F. H. Edwards, subdividers, report sales at Cudahy City as follows: John J. Howard, two lots, $625 each; P. C. Willis, $1025; P. J. Harris, $850; Mary T. Harris, $850; Robert R. Janes, $575; J. P. Lewis, two lots, $950 each; H. T. Phelps, $750; Cudahy City Builders, five lots, $5250; Mabel Kerley, two lots, $550 each; J. B. Bodey, $975; John P. Hunter, two lots, $1000 each; T. T. Kraft, $675, and Arthur McLeod, two lots, $425 each.

HOTEL LEASED.

Toy & Rubens, hotel and real estate brokers, who have taken over the business of the H. Jerome Toy Hotel and Brokerage company, report the sale of the lease and furniture of the Congress Hotel, at the northeast corner of Eighth and Flower streets, to A. M. Crone for $15,000. The Congress is a four-story building containing sixty-five rooms, with ground-floor lobby and automatic elevator.

LAKE ELSINORE FARMS.

Four hundred acres of sugar beets and 600 acres of alfalfa have just been seeded by buyers of ranches in Lake Elsinore farms, according to the Braly-Janss Investment Company. Fifteen thousand olive trees are also being developed in a nursery on these farms, it is said, to supply slips for next spring's planting. Forty acres were set to lemons recently by John Corwin, an experienced grower.

AT SUNSET BEACH.

SUNSET BEACH, April 5.—One of the important new improvements projected at this place is a lagoon one and a quarter miles long, 70 feet to 300 feet wide and with a depth of five feet at low tide. This work will cost approximately $20,000. In conjunction with it a large open-air swimming-pool and a pavilion and boathouse are planned. Holes are being dug along Sunset drive for the purpose of planting ornamental shade trees.

MOVES OFFICE.

Alexander MacKeigan, who has been in the real estate business in Los Angeles for twenty years, and who is now a candidate for Councilman, has moved his offices from the Story building to rooms Nos. 415-416 Van Nuys building.

Dotes on Human-Shank.

[Cleveland Plain Dealer:] What new records have you?" she asked.

The attendant looked her over as he handed her the latest list. What she saw was a somewhat stout and volatile person of the late thirties, who glanced at the freshest offerings with an expression that might be regarded as a combination of disdain and indifference.

"I really don't see nothing here I care for," she airly explained. "We've got most of th' records now. My, there's such a stack of them! All th' best Carusys an' Melby's an' Tetrassinys an' all th' others. I like Carusy best myself, but my husband just dotes on Human-Shank! When did you say you'd have a newer list?"

The clerk told her and she airly sailed away.

$17.50 Per Acre

PROFITABLE STOCK AND GRAIN RANCH.

Nearly 12,500 acres, Tehama County; about 5000 acres farming land, balance range land; 90 acres in alfalfa, produces three good crops without irrigation; 1275 acres in crop this year. Growing crop included in the purchase price; also included, 800 head of hogs, 140 head of cattle, 15 head of horses, and all farming tools, implements and equipment now on the property. This is a "going concern" that will stand thorough inspection; has sound value, and if run to capacity will pay excellent income.

For terms and further particulars apply to

BALDWIN & HOWELL,
318-324 Kearney Street,
San Francisco, Cal.

EVERY INCH of this close-in mountain tract is like so much gold to investors who seize it at its present bottom prices and hold till the demand that's coming!

And it's coming!—nothing can stop it! Right in the path of Hollywood's rapidly extending line of palatial homes in the foothills—high—accessible—select—with a view that vies with anything to be seen in all scenic California.

Laurel Canyon Heights

Last of the Close-in Foothill Homesites

[illegible] due for the biggest boom in recent realty deals.

When the tract is all sold—when improvements are all in and EVERY ONE wants to buy—THEN it's too late to make the big profits you can make by shrewd foresight NOW—when you may buy for a pittance and sell later for a prince's ransom.

Later every one will see and scramble for these lots—but to get in ahead of the crowd is the test of the REAL INVESTOR.

Lots Now $200.00---Easy Terms No Interest No Taxes

Already many beautiful homes—some costing as much as [illegible],000, are going up right in this immediate vicinity—these homes are bound to raise the price of all surroundings.

Every lot in our tract will have good transportation facilities afforded by the trackless trolley connecting with Hollywood [illegible]—all Los Angeles and Hollywood stores deliver throughout the tract once or twice a day—pure Hollywood water will be piped to every lot at regular Hollywood rates—and there is every convenience of the city, combined with all the charm and healthfulness of a home in the rustic mountain heights, 1200 feet above the sea, above fogs, above frosts and dust and foul air. A wide road with an easy grade of four per cent (almost level) will be rushed to completion as quickly as possible, and every lot in the entire tract will face on this convenient thoroughfare.

Can you imagine any place more charming—more convenient to live in—more promising for the future?

FREE AUTO TRIP THROUGH CANYON SUNDAY!

Get Auto at Our Office, Entrance of Laurel Canyon

[illegible] Hollywood-Laurel Canyon cars pass Laurel Canyon on frequent schedules. Get off at the Canyon entrance and come to our tract office. We'll take you [illegible] guest over miles of some of the most marvelous scenic land you ever had the pleasure of seeing. Come Sunday afternoon—with all your family and your friends.

First National Securities Co.

645 South Spring Street, Ground Floor

Phones; Home F 4531—Sunset Main 3338

Shares in this Company now 14c

Send This Coupon for Folder

Name ....

Address ....

.... Times 4-6-13

FULL-GROWTH

The growth of this Company has been as steady and consistent as clock work since the first day it opened its doors for business, one year ago February 17.

Twice since then our authorized capital has been over-subscribed: First for $100,000, and then for $500,000.

Today our total capitalization is $1,000,000, and nearly three-fourths of this is already sold.

We own two subdivisions in Los Angeles and have just bought another; three subdivisions in San Diego; 7200 acres of Coachella Valley date land, on which we have developed water; and, miscellaneous industrial, residential and country property to a considerable amount.

We have built and sold an average of almost one house for every week we have been in business, although we started slowly and have taken no risks.

The strength, as well as the growth, of this Company lies in the fact that every purchase we have made and every house we have built is a success.

This is the reason why our shares at 30 cents are even a better purchase than they were at 20 cents, for the Company's future is all before it. The full development of its properties will amount to millions of dollars.

$1.25 a month, less than five cents a day, pays for 100 shares. Buy more, or pay cash, if you wish. (See table for payments.)

SHARES 30 CENTS

Table of Monthly Payments for 24 Months

$ 1.25	Monthly buys	100 shares, total cost $	30.00
2.50	Monthly buys	200 shares, total cost	60.00
3.75	Monthly buys	300 shares, total cost	90.00
5.00	Monthly buys	400 shares, total cost	120.00
6.25	Monthly buys	500 shares, total cost	150.00
12.50	Monthly buys	1,000 shares, total cost	300.00
18.75	Monthly buys	1,500 shares, total cost	450.00
25.00	Monthly buys	2,000 shares, total cost	600.00
31.25	Monthly buys	2,500 shares, total cost	750.00
62.50	Monthly buys	5,000 shares, total cost	1500.00
125.00	Monthly buys	10,000 shares, total cost	3000.00

Cut Out and Mail for the Sixth Edition

Send me (without charge) "Twelve Months' Record" and "THE WHISPER, Centuries Old" (Sixth Edition).

Name ....

Street ....

City ....

....

SOUTHERN CALIFORNIA HOME BUILDERS

Operating in Los Angeles and San Diego.

Los Angeles Offices, 410 West Sixth Street

Ground Floor Consolidated Realty Bldg. Phones: Home 60069—Main 8444

Windsor Square

The Residential Masterpiece

A WONDERFULLY BEAUTIFUL Residence Park of two hundred acres on Wilshire Boulevard;

embellished with the "last word" in improvements, protected by 50-year restrictions. The building sites in "Windsor" Square" offer an opportunity to secure a home in a distinctive and alluring environment of homes, destined to be the choicest residence district ever conceived in Southern California.

If you are thinking of a new home now, if you intend to have a new home in the future, do not fail to consider Windsor Square.

Excellent transportation via Melrose Ave., or 4th and Gramercy cars; or only 15 minutes' drive out Wilshire Boulevard.

Your investigation of our prices and other particulars is invited.

R. A. Rowan & Co.

200 Title Insurance Building.

Main Office Phone: Home 10444, Main 7096

Representative at Tract. Phone 56666

Ladies' tailored suits to order, also alterations, remodeling, relining; guaranteed work. Call and see prices and new materials.

Numan, Ladies Tailor

244½ SOUTH BROADWAY

VON STEIN
ACADEMY MUSIC AND ART
Call or write for new catalog 10.
Bdwy. 3623 Home A5730
10TH & HILL

A BARGAIN--20 ACRES of the choicest land in the San Joaquin Valley and is suitable for all kinds of fruit or alfalfa. Cheap water and lots of it. Look this up now as it is a good buy.

C. F. DeWITT, 413 S. Hill St.

YOUR HOME IN RODGERS PARK $200.

—go out today and take your choice of 50 of the swellest little Bungalow Homes you ever set eyes on at anywhere near the price—all located in the finest bungalow tract in this or any other city—Rodgers Park.

—pay $25 to $35 a month, which will include everything—principal, interest, taxes and insurance.

—two five-cent car lines, with five-minute service means a lot to the man whose business is down town. Then there are model stores, free playgrounds and free public tennis courts, convenient church and school, shade trees, palms, plants, shrubbery and flowers—everything imaginable that could make Rodgers Park a nice place to live.

Hundreds Have Bought Homes Here

—happy, contented families of the better class, who recognize the strategic investment value of a home that lies directly in the path of the city's most rapid progress—the great southwest section.

—these homes are complete—all the built-in features—cabinet kitchens, buffets, beamed ceilings, breakfast rooms, sleeping porches, white enamel bathroom and laundry trays, clinker or cobble fireplaces, polished floors, shades hung, gas, water and electricity in and ready to turn on. Nothing overlooked to make these homes pleasant and comfortable.

—prices, $2500 to $3500. When you see these homes you'll agree they are the greatest values in the city.

—don't fail—come and see them.

How to Get to Rodgers Park

Our auto will take you out. Or take a Vermont and Georgia car, marked Manchester to Sixty-eighth Street or Florence Avenue. Or take Vermont Heights cars to Florence Avenue.

Los Angeles Investment Company

Broadway at Eighth

Home 60127 — Founded 1899 Established in Los Angeles 1895 Incorporated under the Laws of California 1899 — Main 5647

Across Continent.

THE ROAD FROM SEA TO SEA.

An Open Letter to the State Highway Commission on the San Bernardino-El Centro Route, by G. W. Wilder, President of Ocean-to-Ocean Highway Association.

March 30, 1913.

To the Honorable State Highway Commission, Sacramento, Cal.

Gentlemen: I beg to address your honorable body again in the matter of a State highway from San Bernardino to El Centro. I am led to do so by a letter to you by Col. Ed Fletcher of San Diego, in which he takes exception to statements made by me in my previous letter.

Since reading his letter I have gone over the route again from San Bernardino to El Centro and from El Centro almost through to San Diego to verify my previous statements. And I have had a map prepared of the road from Banning to El Centro, which I send under separate cover, and some photographs taken by me of the territory along the road from El Centro to San Diego.

In my other letter I stated that the distance from San Bernardino to El Centro is 167 miles. Col. Fletcher says it is 175 miles. It is, in fact, over the present road, 170 miles. The changes suggested by our engineers shorten this distance twelve or fifteen miles. Therefore the proposed road is about 155 miles.

I also stated that the present mileage from San Diego to El Centro was 135 miles, and that probably "to secure anything like a proper grade a survey will add at least twenty miles more." Col. Fletcher says the proposed road will shorten the distance from San Diego to El Centro to about 121 miles. With all possible respect to your honorable body and to your engineers, I beg to state that to accomplish this the San Diego engineers have departed from all established rules of good highway construction. They have constructed from ten to fifteen miles of road that is a railroad grade, running 7, and possibly 8, per cent. San Diego thus escapes the additional twenty miles my estimate called for to make a proper grade by not making a proper grade. That it is not a proper grade Col. Fletcher admits in his own letter to you, when he says: "Your engineer, Mr. Clark's only request was that the balance of the road be built on a 6 per cent. grade." And Mr. Clark raised the limit when he permitted 6 per cent. It has cost San Diego at least $10,000 a mile to build this road. To oil it and properly drain it (many of the culverts under the road now are jokes) will cost at least $5000 a mile or more; and what it will cost to maintain it and protect it from washouts no one can tell.

Referring to the San Bernardino-El Centro route, Col. Fletcher says: "It is common knowledge that there is seventy-five miles of desert sands to combat and stretches of approximately thirty miles without water." In answer to this I inclose the map above referred to and I call your attention to the following: There is no question as to the road from San Bernardino to Banning. Starting at Banning, four miles below is Cabazon Creek; seven miles below Cabazon Creek is White Water ranch two and one-half miles below the ranch is White Water Point and then the road runs all the way to Palm Springs, twenty-four and seven-tenths miles from Banning. Five miles below Palm Springs is a ranch one-fourth miles off the road; one mile below this is another ranch; two miles below this is a well one-half mile off the road; one and a half miles below this is a ranch alongside the road; one mile below this is another ranch one mile off the road; two miles further on are three ranches alongside the road and ranches from that point all the way to Indio. Therefore between Palm Springs and Indio, twenty-two miles from Palm Springs, there are ranches every mile or two. The longest distances between ranches alongside the road is three miles. From Indio through Coachella, through Thermal, through Mecca and for eight miles below Mecca is an irrigated section—that is for twenty-two miles. Five miles below this point is a water hole close to the road. Two miles further on is a spring one-half mile off the road. Seven miles further on is a spring one and a half miles off the road. Five miles on are springs two and a half miles off the road. One mile on is a spring 300 yards off the road. Eight miles on is San Felipe Creek, where, when water is not flowing on the surface, it can easily be had by digging two feet into the sand. Two miles further on is a soda spring. One mile further on is a drilled artesian well. Five miles further is the Imperial Valley Irrigation ditch. And then begin the ranches and irrigated section all the way to Brawley. In this stretch, therefore, there is a distance of twenty-six miles where a man can get water right alongside the road, but at no time is he more than four miles from water.

Compare this with the conditions from El Centro to San Diego. The old beach line is fourteen miles out from El Centro and is the limit of gravity irrigation. From this point to Coyote Wells, the first water hole, is about ten miles. From Coyote Wells to Mountain Springs is eleven miles. From Mountain Springs to Jacumba is nine miles; from Jacumba to Campo is twenty-five miles. There are repeated stretches, therefore, over mountains, where water cannot be had on the San Diego-El Centro route in less than five miles. These remarks deal only with water for the use of the traveler.

I quote again from Col. Fletcher's letter: "Only two weeks ago the Southern Pacific tracks were covered with five feet of sand and it took a hundred men to clear the track." Granting that Col. Fletcher's newspaper information is correct, our road lies on the other side of the valley, a large part of the time five miles away from the Southern Pacific Railroad. Two days after the sandstorm to which Col. Fletcher refers I went down over the road and there wasn't a drift across it anywhere.

May I now take up the question of water for development purposes? For this purpose the water between Banning and El Centro is as follows: From Banning to Palm Springs the distance is twenty-four and seven-tenths miles. Between these points lie Cabazon, with water sufficient to develop several hundred acres. The White Water ranch, with water sufficient for the development of several hundred acres. And from White Water Point down to Palm Springs, two and one-half miles, runs White Water ditch, offering development the entire way. From Palm Springs to eight miles below Mecca, a distance of forty-two miles, there are ranches all the way and possibility of water development unlimited. Water can be had at two and in some places three different levels, 200, 500 and 1050 feet. At Indio the artesian belt begins and lasts all the way to eight miles below Mecca. This water comes from the southwest side of the San Bernardino Mountain range and from the northeast of San Jacinto and Santa Rosa mountains. In this territory are grown [illegible] oranges and grapefruit [illegible] products; also figs [illegible] cotton and other products [illegible] there are thousands [illegible] touched that need only to be [illegible] up to settlers to be made of [illegible] value to the State in taxable property.

From the point [illegible] Mecca down to [illegible] which is twenty-eight [illegible] has, as yet, been little [illegible] but we know five places [illegible] can be had, and we [illegible] along the route water [illegible] through artesian wells [illegible] year San Felipe Creek [illegible] the Imperial Valley [illegible] This is twenty-five miles [illegible] ley and thirty-eight from [illegible] This shows you how little [illegible] Col. Fletcher's statement [illegible] are seventy-five miles of [illegible] to be combated on this route [illegible] ly stated, the distance from [illegible] to El Centro is 155 miles [illegible] amount 106 miles is either [illegible] land producing, or [illegible] your encouragement [illegible] ductive. The balance of [illegible] may be in doubt.

From the viewpoint of [illegible] Valley alone, fourteen miles [illegible] El Centro, on the road to [illegible] is the limit of gravity [illegible] the road to San Bernardino [illegible] irrigation is possible [illegible] miles out from El Centro.

In my original letter I [illegible] the road from San Diego [illegible] tro passes through [illegible] on miles of which no [illegible] quantity can ever be [illegible] can never be developed. [illegible] er says, "this statement [illegible] For the first eighty-five [illegible] San Diego water is available [illegible] anywhere; in fact, [illegible] tain streams the year round [illegible] ets of oak and pine, [illegible] mountain scenery, etc. [illegible] has an abundance of [illegible] no point on the entire [illegible] a place where water [illegible] in plenty." This [illegible] Fletcher's may suffice for [illegible] supply the radiator of an [illegible] but it is no answer to the [illegible] of water for development [illegible] Eighty-five miles from [illegible] brings one to Mountain [illegible] which is half way down the [illegible] grade into El Centro. I [illegible] photographs of a part of the [illegible] through which this road runs [illegible] are miles of this kind of [illegible] mountains completely [illegible] outcropping rocks on which [illegible] could be grown even if [illegible] be had, and there is no [illegible] tity. Fifteen miles outside [illegible] Diego and from this point [illegible] fourteen miles outside of [illegible] lie thousands of acres of [illegible] which no one has been [illegible] water for irrigation purposes [illegible] quantity. At Jacumba [illegible] there are thousands of acres [illegible] so little water that it will [illegible] only a few head of cattle [illegible] er there says he cannot [illegible] feed for his chickens. [illegible] says, "Coyote Wells has no [illegible] of water." Around [illegible] nothing grows and there [illegible] enough water to develop [illegible] moment. Mountain Springs [illegible] water sufficient for a [illegible] radiator, but not enough [illegible] ment purposes of any [illegible]

In my original letter [illegible] the assessed values along [illegible] lines of road I said: "[illegible] values on the San Bernardino-El [illegible] tro route are $[illegible] only town on the El [illegible] Diego route is Campo, [illegible] sessed valuation of [illegible] Fletcher attributed this [illegible] absolute ignorance. He says [illegible] "the San Diego-El Centro [illegible] through East San Diego, [illegible] lation of 6000; La [illegible] population of 2000; El Cajon [illegible] population of 1000." I [illegible] absolute ignorance of the [illegible]

(Continued on Eighth Page.)

IN LESS THAN 30 DAYS

Gibraltar Preferred Treasury Stock Will All Be Sold

Perhaps Within Ten Days

You must act quickly, as Gibraltar will close its stock books (without notice) when remaining shares are sold. We announced, on March 23d, that there remained but $810,000 par value of treasury shares for sale and as soon as this amount was disposed of, Gibraltar would become a close corporation.

At that time Gibraltar's co-partners numbered 5442. Since that date we have sold 571,861 shares—the number of shareholders today is over 6000.

Gibraltar has sold more shares, and secured more stockholders, in the last ten months than any co-operative investment and building company incorporated in the last ten years in Los Angeles.

This is the logical result of its being so self-evident that it was the most profitable investment being offered, and under very capable and experienced executive management.

Consolidated Interests

One of the leading industries consolidated with Gibraltar at the time of incorporation was established in Southern California over 21 years ago by Isaiah Martin, President. With a small capital he was wonderfully successful and from the profits of this business, without outside capital, he increased his orchard holdings and established his nurseries in various places, eventually making him the largest individual owner of nurseries, particularly the olive, in California. Since becoming the directing head of Gibraltar, the same wisdom and foresight that built up his immense nursery business, has been and is exercised in the interest of Gibraltar's co-partners.

475 Shareholders Added During the Week Ending March 31st

Gibraltar offers the most profitable investment, under experienced business management. This is the reason this number of people invested in Gibraltar preferred stock.

At the close of business March 31st, Gibraltar had a subscribed capital of $1,501,460.56—a paid in capital of $924,194.46—being paid on stock subscriptions (on monthly payment plan) $577,266.10 and assets of over $1,900,000. All checks, money orders, or remittances of any kind will be promptly returned if stock is oversubscribed.

If You Want To Be Sure of Some of This Stock, BUY THIS WEEK

Preferred Shares Are Selling At 20 Cents—Cash or Monthly Payments

Mail This Coupon
DO IT NOW
Send me your Booklet, "Growing Dollars."
Name ....
City .... Times 4-6-13.

Gibraltar
142 So. Spring St. — ISAIAH MARTIN, PRESIDENT — Home 10017 Main 9152

Schedule of 20 Monthly Payments at 20c Per Share.

Shares	First Payment	Monthly Payment	Total Cost
200	$ 2.00	$ 2.00	$ 40.00
400	4.00	4.00	80.00
500	5.00	5.00	100.00
1,000	10.00	10.00	200.00
2,000	20.00	20.00	400.00
5,000	50.00	50.00	1000.00
10,000	100.00	100.00	2000.00

No interest is charged on balance due.

DosPalosRancho

Cream of the San Joaquin

Deep, Rich Silt Soil

No Alkali — No Adobe — No Hardpan

Level and Cleared Lands

As an introductory feature we are placing on the market in parcels to suit, a section of DOS PALOS RANCHO upon which an ABUNDANT WATER supply has been developed and is now ready for distribution to purchasers and consumers. The price for a short time only will be

$90.00 Per Acre with Water

Considering all the advantages DOS PALOS RANCHO affords, it is the lowest priced land in the San Joaquin Valley today.

We wish to impress upon you that the above price is subject to advance without notice, and further that it will pay you to get full particulars about DOS PALOS RANCHO before buying.

ACT TODAY, IT WILL BE MONEY SAVED.

SPECIAL INDUCEMENTS IN SECTION LOTS OR LARGER.

Reservations for our next LOW RATE EXCURSION to DOS PALOS RANCHO now being made at our office.

W. I. Hollingsworth & Co.

Owners and Exclusive Agents

See R. B. CADWALADER, MANAGER Dos Palos Rancho

Main 6760 — 609 S. Hill St. Los Angeles, Cal. — Home [illegible]

"29 Years of Integrity" Mullen & Bluett Clothing Co. Broadway at Sixth

WEBB-FISHER CO. 829 South Spring Street
CHESTERFIELD CLOTHES FOR MEN.

FREE WORKERS' PAGE—Our Unceasing Fight for Industrial Liberty.

Chimeras.

SHOWS FALLACY OF SOCIALISM.

Harvard Professor Disputes Party's Three "Fives."

Plan to Eliminate Poverty Called Ridiculous.

Says Proportionalism Spells Economic Imbecility.

[BY FEDERAL (WIRELESS) LINE TO THE TIMES.]

BOSTON (Mass.) April 5.—[Special Dispatch.] Prof. T. N. Carver of Harvard in disputing the "three fives" of Socialism declares Socialism is noted for its five fallacies, which he enumerates as follows:

(1.) Charging poverty to the injustice of society. The law of proportionality might decree much worse poverty with absolute social success.

(2.) Promulgation of the idea that Socialism does away with competition. It would substitute political for industrial competition. The almighty ballot is worse than the almighty dollar.

(3.) Pretending that many excellent things now being done are examples of Socialism. These good things are more often due to benevolent despotism.

(4.) Socialists claim that they have a plan for the regeneration of society or the elimination of poverty. Every scientific economist has a plan—the difficulty lies in getting the patient to adopt the remedy.

(5.) Socialists not only assert that labor is the sole producer, but persuade the unskilled and ignorant to believe their labor is the sole producer. The real producer is capital and the force that propels the bullet, not the hand that pulls the trigger, is responsible for the gunshot.

[illegible] INDICATES A CHANGE.

[illegible] Paper Talks Now Against the Demands of Organized Labor and Unlawful Methods.

[The Square Deal:] William Jennings Bryan, who in the past two national Democratic conventions has insisted in placing planks in the platform which would insure the party support of the labor vote—if there is such a thing tangible—has taken to saying things against organized labor, in so far as the organizations are involved in the dynamiting cases. In a recent issue of the Commoner he says the following:

"The conviction of the labor organization officials on the charge of using dynamite against the property, and even against the lives, of those opposed to them in labor contests ought to have a salutary influence. The great majority of the members of organized labor—in fact, almost all—are not only opposed to violence but understand that a resort to violence brings great injury to the cause of the working man. But such as are inclined to violence should learn from the Indianapolis and Los Angeles cases that the people of the country will not tolerate lawless attacks on either life or property. Labor has its grievances and these grievances demand speedy redress, but this redress must be secured through the orderly process of government as a result of public discussion. If any labor leader has imagined that he could help his co-workers by taking the law into his own hands let him learn from these recent cases that such a course does his cause more harm than any open enemy could do to it."

The above quotation is respectfully referred to Samuel Gompers.

[illegible]TORS' STRIKE.

New York Dressmakers Quit Work Without Having Formulated Any Demands on Employers.

[New York Times:] No grievances have been formulated, no demands have been made, previous to the issuing of the strike order by the Children's and Misses' Dressmakers' [illegible], with the sanction of the International Garment Workers. The strike is the work purely of professional agitators. The dressmakers do not know why they are striking. Saul [illegible], the leader of the agitators, says that the chief purpose of the strike is to spread the "union idea," and to effect a strong organization.

The Dressmakers' Union were satisfied with sanitary conditions, with the system of subcontracting and sweat-shop labor, or with the [illegible] it would be well to make [illegible] grievances an issue. Unions ought to exist for the sake of the trade. It is right and proper that they should be formed, not to benefit professional agitators, but to improve the condition of the workers in the trade. If the dressmakers would follow the example of the women's unions in the garment trade who have provisionally adjusted their differences with their employers by the formation of boards of grievances and arbitration, they would be in a position to present their demands in a reasonable way.

Assaulted by Unionists.

[The Square Deal:] Thomas Dorsey, [illegible] he was a delegate of the [illegible] Union, went to Belleville recently, where the Mc[illegible] Construction Company, an open shop, has men at work [illegible] and endeavored to [illegible] the men to leave their work. The men would not listen to the delegate and Patrick [illegible], who accompanied him, grew [illegible] and chased two of the nonunion men up to the eighth floor and [illegible] a bolt at them. Thomas Long[illegible], timekeeper, was knocked down [illegible] in the cheek. He says [illegible] union men then jumped [illegible] down on his chest. On his [illegible] Dorsey and Murphy were [illegible] up.

Wages in Pin Industry.

	Wages per Week.
[illegible] machine tenders	$23 to $31
[illegible]	$10
[illegible]	$7.50
[illegible]	$8 to $9
[illegible]	[illegible]
[illegible]	$1.75

[illegible] Without Strike.

[illegible] American Bridge Company has [illegible] a voluntary increase of 10 [illegible] to its workers. There has [illegible] demand made on the com-[illegible]

SOCIALIST FAILURE IN SCHENECTADY.

[EDITORIAL.]

IT IS now practically certain that Schenectady will cease to be a Socialistic city on January 1, 1914, on which date the term of office of the Lunn Socialist city administration comes to an end. In the meantime, the Rev. (?) Dr. George R. Lunn, Socialist Mayor, has been badly defeated in his run for Congress, besides being arrested, jailed, convicted and fined at Little Falls, N. Y., for obstructing the streets while making inflammatory speeches to the strikers (mostly foreigners) in that hitherto peaceful and prosperous city.

"The Socialists came in on a fluke," say the business men of Schenectady, "but they will go out by intention." Lunn's defeat as Socialist candidate for Congress presages that result, coupled with the turning down a few days ago of the Socialist proposition to bond the city for $800,000 as part of a $2,000,000 park scheme. The people were not willing to let the Lunn Socialist administration have the spending of an extra $2,000,000, or even $800,000 city money. Lunn controls the only Socialist paper in Schenectady and is its chief editor. He is the pastor of a Socialist congregation. He got the city into the municipal ice business and when the Supreme Court of the State forbade by injunction the city to go on with it, he evaded the law (in spirit, if not in fact,) by turning it over to a co-partnership called "George R. Lunn and associates." He also forced the city to start a municipal store, a municipal farm, and to go into the retail coal business. In other words, Lunn the Socialist was and still is doing his very best to kill the private ice, store, truck farm and coal business interests of the city, with the result that many of the retail businesses of the city and vicinity have gone into bankruptcy during this first year of the Lunn Socialist administration. An injunction suit against the municipal store is in progress for trial on January 1, and action will be taken to put the city out of the coal business. The charter of the city does not permit these business ventures by the municipality.

Lunn's administration, so far, has been one of truckling and trading and costly experimenting in municipal fads. As for the larger elements of Socialistic government, which call for the elimination of individualism and the substitution for it of collectivism in all the machinery of production and distribution, Schenectady, even with the impetuous and reckless Dr. Lunn at its head, has not ventured to try them. The Socialist platform on which Lunn was elected Mayor declared the allegiance of the Schenectady voters to the principles of Socialism, including the public ownership of public utilities. The Lunn administration has completely failed on this declaration, having done nothing whatever towards accomplishing this Socialistic ideal. The late Socialist government of Milwaukee also failed on this. Mayor Alexander also preaches it, but preaching is not performance.

Public ownership of public utilities which depend for their success on high-class, technical, expert knowledge, and in which economical management is really the only way to make ends meet, is usually a failure; largely because of padded pay rolls, wasteful repairs and replacements, and the graft which always follows ignorance and bad management.

Shortsighted.

PEOPLE PAY THE BILLS FOR THE FULL CREW LAW.

New York Railroads Alone Will Be Mulcted Two Million Dollars Annually for Gov. Sulzer's Pet Scheme. Companies Are Tired of Fighting Legislation Which Kills Legitimate Profits and Securities Go Begging.

[BY FEDERAL (WIRELESS) LINE TO THE TIMES.]

NEW YORK BUREAU OF THE TIMES, April 5.—[Special Dispatch.] The full crew law rivals the blue sky in its all conquering march from State to State, says the New York Times. Now Jersey has followed the lead of New York. Of course, Congress cannot afford to lag behind any State in ordering that wage costs shall be increased unnecessarily at the expense of the railways. The estimate that the New York railways must pay $2,000,000 under the New York law signed on Monday, is additional to the cost under the proposed Federal law and the same is true of all other State laws. State laws now affect 678,661 trains at least, the returns being incompete.

AFFECTS MANY TRAINS.

The proposed Federal law affects 3,211,056 trains. The cost of compliance with existing State laws is $1,797,590, and the cost of the Federal law is put at $10,255,791. There are other items in the same bill which raise the cost of compliance to 5 per cent. on $367,912,355.

Naturally, the Federal law is the better for the employees whose pay is to be increased for it orders the railways to equip all their freight trains with a minimum crew, whereas the State laws only require full crews on freight trains of a specified number of cars. Therefore representative Sabath, the proposer of the Federal law, is a stronger candidate than Gov. Sulzer for President, "or something equally as good." It looks that way. How can the fact of his relation better be explained?

PEOPLE PAY THE BILLS.

The people who will pay the bills eventually decide whether they want such bills presented to them, by the operation of such statutes. Hitherto, they have seemed to like it. President Roosevelt won applause by intervention in the anthracite strike which caused the first jumps in the cost of the fuel. There was a similar wage agreement of 1912 and a similar result. Wages were raised $4,000,000 and prices were raised $13,500,000, according to the recently published report to Congress of Secretary Nagel. There were 855 bills before the last Congress designed to make railroading more costly. Railroad taxes are increasing at the rate of $6,000,000 annually. The people must supply the railways the cash to meet these costs and to make the matter sure the railways will collect more than the cost of the full crew laws, or the tax bills. If the railroads are unable to do this the people will forego the railway accommodations they must have.

RAILROADS SPEND MONEY.

The railways do not "make money." They collect and distribute money and comparatively small indeed is the amount which sticks to the fingers of the owners. There are signs that the railways are weary of fighting the laws and are preparing to let the people who support the lawmakers do their fighting, or abide the results of the railways doing as they are bid. If the railways paid the taxes or the full crew expenses or the fireman's wages, there would be some joy over their payments being made as high as possible and even higher. But the commerce of the country pays this "tax" which differs from other taxes in not being paid for value received. Already rates have ceased to fall because profits fell. Already the campaign for greater and cheaper railways accommodations by edict is reflected in the smallest construction for fifteen years. Already, there is that discrimination against railway investments which was foretold by prophets who spoke to deaf ears. Never were the railways so sound and strong or they could not have withstood the burdens laid upon them. No great harm has been done and the recuperative power is still strong. The railways are right in putting this question to those whom it most concerns—the travelers, the shippers and the customers of the shippers, the people who elect the lawmakers. If they want railroading made costly they should support the legislators and executives who are supplying their wants.

Dog Eat Dog.

UNION CRAFTS ASSAIL I.W.W.

AGITATORS ASK RAILROADERS TO BREAK CONTRACTS.

Federation Leaders Rush to Denver to Prevent Railroad Strike that Would Disrupt Organized Labor Bodies—Effort to Substitute Piece for Day Work Troublesome.

[BY FEDERAL (WIRELESS) LINE TO THE TIMES.]

DENVER (Colo.) April 5.—[Special Dispatch.] One of the fiercest struggles in the history of organized labor is on between the American Federation of Labor and the Industrial Workers of the World. Leaders of the federated crafts affiliated with the American Federation of Labor have rushed to Denver to take up the cudgel against the I.W.W., and are striving to prevent a strike on the Denver and Rio Grande, due, declare the leaders, to the efforts of the I.W.W. to disrupt organized labor.

J. A. Franklin, international president of the Boilermakers' Union; J. F. Ryan, international president of the car men, both of Kansas City; J. W. Kline, international president of the blacksmiths, of Chicago, and Walter Ames and J. Hammond, international vice-president of the machinists, and lesser lights of the union-labor world from San Francisco and Salt Lake have arrived in Denver.

FEAR DISRUPTION.

The leaders declare that the I.W.W.'s are seeking to cause strikes of union men on the railroads and by so doing cause the labor unions to break their contracts with the railroads, thus causing the disruption of the organized labor bodies.

The machinists now are paid by the hour on the Denver and Rio Grande, receiving 42 cents an hour, and their helpers receive 24 cents an hour. Blacksmiths receive 40 cents an hour and their helpers 24 cents.

The I.W.W.'s are agitating the substitution of piece-work for the hour day.

USE NEW GUTTER.

The architectural department of the Los Angeles Investment Company has completed plans for twenty-five new homes in the west end of Rodgers Park, to cost $50,000. The building department is completing other bungalows in the same section. In New College Tract work is being finished on Third and Fourth avenues. In the new street work a combined curb and gutter, adapted in the east, but never before used here, is being placed.

AT ANGELUS PARK.

Engineers have completed the platting of the 142 acres remaining unsold at Angelus Park. There are eight streets still to be named and stockholders have been requested to submit suggestions.

REPORTS ON WAGES AND CONDITIONS.

Timely Bulletins from All Parts of the World.

Need we wonder that workers in every trade in other lands are anxious to come to this country when we note, as we are doing Sunday after Sunday in this column, how very much higher are the wages paid here for the same classes of labor?

Many examples of this have been given, but here are some more:

Blast Furnace Wages Per Day.

	United States.	England.
Furnace keeper	$2.90	$1.92
Top fillers	2.55	1.27
Cinderman	2.30	1.21
Bottom fillers	2.35	1.12
Laborers	1.65	.91
Blast enginemen	2.90	1.37

These figures are official for both countries and the differences in favor of American wages still exist.

Wages in Peru.

Laborers, plantations	30 to 72 cents
House servants	$14.58 monthly and board
Messenger service	$24.30 to $29.30 monthly
Gardeners	$14.58 monthly and board
Laborers, docks, railroads, etc.	$1.30 a day

Boot and Shoe Wages.

Country—	Weekly Avg.
United States	$12.33
Scotland	7.42
England	7.17
Ireland	6.66
Germany	5.89
Denmark	5.22
Austria	5.00
France	4.76
Norway	4.68
Switzerland	4.63

That tabulation strikingly speaks for itself. The wages in the average factory in the United Kingdom making men's Goodyear welt shoes average 46 per cent. of the average wages of workmen in American factories making the same grade of goods. The average wages in shoe factories in the Leeds district of Great Britain, making heavy goods, average 55 per cent. of American wages for similar work. The Glasgow, Scotland, average shoe wages are exactly 50 per cent. of American wages for similar grades of goods. The same is true of Germany. The weekly wages rates in Germany run from $3.60 to $10.80, against $7 to $19 in American factories. In England the range is from $2.43 to $10.93. In Denmark the wages paid shoe operatives for fifty-seven hours work a week are:

Average for men	$7.06
Average for women (40 per cent. of workers)	4.19
Average for youths	2.73
Average for girls	2.05

In the interior districts of Austria the shoe wages average $4 to $5 a week, and in Vienna not over $6. The French operatives earn an average of $4.76 weekly. Norway pays its skilled operatives $0.765 a day and its unskilled $0.61. Massachusetts pays its operatives $12.47 a week, average.

Another shoe wages comparison:	Weekly Wages.
England, cutting shoes	$6.50 to $7.50
Brockton, Mass., same work	$12.50 to $21.00
England, sole-leather cutters	$6.00 to $7.50
Brockton, Mass., same work	$15.00 to $18.00
England, lasters	$6.50 to $7.50
Brockton, Mass., same work	$16.00 to $25.00
England, finishers	$6.50 to $7.50
Brockton, Mass., same work	$21.00 to $30.00

These wages are testified to under oath by Thomas O'Hara, an English-American shoe operative.

Jewelry Wages.

	Providence, R. I. Per day.	Pforzheim, Europe. Per day.
Jewelers	$2.50-$3.50	M4.04-M4.80
Stampers	2.00-3.50	4.04-4.40
Stone setters	3.00-5.00	5.02-5.50
Engravers	3.00-5.50	5.42-5.50
Tool makers	3.00-6.00	4.57-5.30
Helpers	1.00-1.60	3.15-3.60
Polishers	2.00-3.00	3.48-3.80
Chain makers	1.36-2.00	2.48-2.70
Foreman	4.16-6.00	5.00-12.00

In Gablonz and other cities of Europe wages in the jewelry industry are still lower than they are (as named above) in Pforzheim.

Woolen Wages.

Weavers—	Average Weekly.
United States, males	$12.00
England, males	9.00
Continent of Europe, males	6.50

The British Tariff Board reports:

	Wages per week.
Men on worsteds	$4.38 to $6.36
Women on worsteds	2.55 to 3.89
Men on woolens	5.47 to 6.48
Women on woolens	3.16 to 4.38

With the significant note that very few men weavers are employed.

Drawers-in:	Wages per week.
United States, 55 hours	$12.00 to $15.00
Germany, 60 hours	3.57 to 4.23

Warp Dressers—	Germany. Wages per 60 hrs.	England. Wages per 56 hours.
Men	$3.84 to $5.42	$6.53 to $8.26
Women	2.14 to 4.31	2.65 to 4.38

While the average pay for all warp dressers as taken from a recent American pay roll was $22.10 for only fifty-five hours work—almost three times as much as the best pay for men in England and nearly four times as much as the best pay for men in Germany.

Wages in the Clothing Industry.

	United States. Wages Per Week.	Great Britain. Wages Per Week.
Males—		
Cutters, hand	$19.75	$8.60
Cutters, machine	20.42	7.43
Operators, machine	13.65	7.47
Pressers	12.96	7.45
Females—		
Finishers	7.09	2.73
Machine operators	7.93	3.31

The increases of American clothing wages over British clothing wages are:

Cutting	130 to 170 per cent.
Pressing	74 per cent.
Machine operating, men	69 per cent.
Machine operating woman	140 per cent.
Finishing, women	160 per cent.

These large increases speak for themselves very strikingly as to the great superiority of American over British wages in the clothing industry. Comparison with wages in the same industry in Germany, France, Belgium and other European countries would be still more strikingly in favor of American wages. Yet it is mainly clothing workers from Europe who forced and kept up on the just-collapsed garment workers' strike in New York by which $12,000,000 of wages money has been lost in two months. Did it pay even at an advance of $1 a week in wages? In Austria men's tailors get from $3.90 to $6.90 (Vienna) a week, and fitters from $4.47 to $6.68. In Germany males get from $3.60 to $10.80 weekly and females from $1.44 to $5.04.

Embroidered Lace Wages Weekly.

	United States.	Europe.
Stitcher	$25.00	$8.00
Mender	12.00	4.00
Watcher	9.50	4.00
Shuttler	5.50	2.75

Women's Wages in Italy.

Trade—	Wages per day.
Corset makers	0.322
Helpers	.225
Skirt makers	.425
Helpers	.280
Finishers	.375
Helpers	.230
Apprentices	.087
Cotton mill spinners	.290
Cotton mill weavers	.460

Seamstresses' Wages in Europe.

Italy	28 to 47 cents
France, average	30 cents
Greece	39 cents
Belgium	20 to 30 cents
Russia	25 to 40 cents
Germany	25 to 43 cents

Labor's Unrest.

THE STRIKE NEWS OF THIS UNEASY WORLD.

RUSSIA had 1918 strikes in 1912, in which 683,000 workers participated, the number of days' work and wages lost being $2,320,000. Of the 1918 strikes, 1216 were due to politics (with 511,309 participants,) and 702, with 172,052 participants, had economic motives affecting them. Economic strikes increased in all branches of labor. In industries producing chemicals, alimentary substances, metal work, etc., the 1912 strikes were more than double those of 1911. In the textile industries the strike increase was 64 per cent., mostly for higher wages, which were partially granted in the more prosperous branches. There was an 89 per cent. increase of strikes in the printing industry. In the machine-building industries increased activities prompted a call for good hands. This led to demands for higher wages, which in most cases were refused. In nearly all strikes secondary causes were afterwards added (as is so commonly the case in the United States.) At lease 13 per cent. of the main claims and 37 per cent. of the minor were allowed, the remainder falling through. Upon the whole, it must be said, reports Consul John H. Groul of Odessa, that the employers showed themselves more inclined to accede to demands for improvements in food, housing accommodations, and other questions affecting the workers' well-being than when simply an increase of wages was demanded. The total outcome of the Russian strikes of 1912 was less favorable to the workers than in 1911.

At Patterson, N. J., William D. Haywood, revolutionist and anarchist, has been sentenced to six months in jail for stirring up trouble among the silk industry strikers. Forty-four strikers arrested for "unlawful assemblage" (picketing,) must stay in jail till their trial on April 27, or later, unless they can furnish $2000 bail each. Most of them are Italians, frenzied and led away by Haywood's I.W.W. gang and by Haywood himself. They were caught stoning the homes of non-strikers. One big stone was found underneath an occupied baby's cradle. Haywood and his I.W.W. gang care nothing for human life (except their own lives,) but they don't like it a little bit when they are put in prison for taking life or endangering it. Even convicted Gompers, who shouted at Atlanta in November, 1911: "I am willing to go to prison for labor's sake," is moving heaven and earth by appeals on legal quibbles to avoid making a "martyr" of himself by serving out his sentence.

The pottery girls' strike at East Liverpool, O., goes on, and the number of strikers increase to over a thousand. They demand an increase of 45 cents a day—from $1.05 to $1.50—and have refused an increase of from $1.05 to $1.25. Their organization is the Independent Organization of Girl Pottery Workers. They refuse alliance with or help from the I.W.W., nor is there any sign of their submitting to the leadership (?) of Gompers & Co.

The labor troubles which prevailed throughout Mexico found expression in Aguascalientes during the last days of 1912, in the strike of the railroad shopmen employed in the local shops of the National Railways of Mexico. About 2500 employees went out on a strike, demanding an increase of 20 per cent., or rather a decrease from ten hours' work per day to eight hours with the same pay. The men went out on December 26, 1912, and remained out until January 13, 1913. The strike was then compromised on a basis of a 10 per cent. increase.

Twenty-five thousand girl feather workers may strike in New York, the largest center of the trade in the United States. They are being organized into a union. They had one years ago, but it was broken up. The strike will be for more wages and other things, but chiefly for industrial slavery, otherwise known as "recognition of the union." Why should any employer be called upon to recognize any union or other body, and to obey the laws it sets up (without legal authority) for the conduct and government of his business? That's tyranny and slavery of the most oppressive kind.

Just as the Bradford (Eng.) dyers' strike is settled, whereby thousands of workers go back to work, a strike has developed in the card-clothing industry. It seems these days, in England as well as here, that one strike in an industry just waits for another to get out of the way. Evidently a prearranged plan. The present average pay is $7.30 a week, and the men demand a uniform rate of $8.75 a week. That means that poor work shall be paid as much as good work. That's like paying one dollar for an article that is worth a dollar, and, at the same time, paying one dollar for a nominally similar article, worth only 50 cents. This strike is reported by Consul Franklin D. Hale of Huddersfield, Eng.

The farm laborers of Salt River Valley, Arizona—Mexicans and whites—are jointly organizing to demand $2.50 a day, an average increase of 50 cents.

Striking is not so easy in Peru as in this and other countries. Certain legal steps must be taken before a strike begins, including due notice to the police. Such a law might not be out of place in this country, judging by several recent strike "beginnings."

Painters, paperhangers and decorators are on strike in Chicago for an increase of 5 cents an hour and the right to inspect employers' contract specifications so that, as they say, contractors may be prevented from skimping work.

Over seven thousand East Side, New York, painters have just gone on strike for more pay, a shorter workday and industrial slavery—otherwise known as "recognition of the union." The strike will spread to the West Side and to Brooklyn.

Paterson, New Jersey, strikers now demand more pay, shorter hours and less labor, recognition of the union, and the release of Idaho Haywood from his justly-deserved jail.

Kansas City has a painters' strike for a 10-cent-an-hour wage increase. They want 60 cents an hour.

For the first time in seventeen years there is an I.W.W. strike for 10 per cent. wage increase and the abolition of piece work, at the works of the Draper Company, Hopedale, Mass., the largest makers of textile machinery in the country. Six hundred men went out on April 1. The Paint Creek Collieries Company, West Virginia, strike

(Continued on Tenth Page.)

UNION LABEL IN POLITICS.

EMPLOYING PRINTERS TALKING TO CANDIDATES.

They Propose to Stop the Domination of the Unions, and Will Not Support Any One for Office Who Has the Union Label on His Campaign Printing.

[San Francisco Daily Commercial News:] In Portland the citizenry has taken hold of matters with a view to preventing the utter destruction of all manufacturing and business interests. There is evidently no desire on the part of the business men to establish a period of permanent industrial stagnation.

The public has not been slow to appreciate the situation and the merchant's and manufacturer's backbone has been stiffened by public approval. That is exactly what would happen in San Francisco, if the cartilage doing service as a backbone with our manufacturers and business men could receive a hypodermic injection of fluid concrete. Cement in the backbone is what we need, a copious dose.

The following is from the Weekly News Letter, published by the Employers' Association of Oregon:

THE UNION LABEL BUGABOO.

The political pot has begun to boil in the city of Portland, and ere long the crop of candidates will be industriously buzzing around trying to align as many different interests as possible behind their respective ambitions. For a good many years there has been perpetrated in the unsophisticated and also the enlightened candidate an added burden to the already heavy expense of trying for a nomination, in the form of the union label graft on political printing. The placing of the label is used as an excuse for raising the rate per 1000, and is also used in the first instance by the union men as a means of forcing their organization into control of the printing offices. The unsophisticated candidate thinks it will get him votes; the wiser one knows it will not but puts it on his printing for fear he will lose a few, and also, perhaps, because it has got to be a habit.

Now, Mr. Candidate, a word with you: Why should you submit to this extra charge for your campaign literature when it will get you no votes? And if it will get you none, how can you lose any by leaving it off and saving some money? There is a new point of view to be taken into consideration in the coming campaign, and that is the fact that the employing printers of Portland have declared their independence of any interference by the allied printing trades by employing non-union pressmen, to fill the places of men who struck for the purpose of enforcing exorbitant and impossible demands. This, of course, precludes the use of the union label by any of them, and so far this has had no bad results, nor has their business been curtailed to any degree.

The employing printers, knowing that the unions will try the same old

(Continued on Tenth Page.)

CREATING LAND VALUES

Population creates land values. The amazing population growth of Los Angeles is creating millions of new wealth yearly.

Civic growth is daily pushing the better class of population out to the suburbs. We have foreseen this movement.

Our recent 58-acre purchase, on Washington Boulevard, is on this natural line of extension—seaward toward Venice.

Come out with us and see how the gap is closing, and view the preparations we are making to take care of this remunerative class of home-buyers.

As this onward march of the city to the sea proceeds, our company will make large profits for its shareholders.

Our forecasts of this progress are being daily justified and our loyal company of shareholders is looking for greater extensions.

Our company has other substantial holdings in Pasadena and our Eighty-fourth Place modern bungalows are now on sale.

Hibernian Home Builders Guarantee Fund protects small investors and loans up to 75 per cent. of investments, taking shares as collateral.

HIBERNIAN SAFETY FOR SAVINGS HOME BUILDERS

Backed by this Reserve Fund and our valuable real estate, your investment has an ample margin of safety.

Our campaign is only beginning. Join our co-operative family and share the coming profits.

Share price is only 25 cents. A modest purchase will start you easily and comfortably.

For $1.25 monthly you get 100 shares. Take more if you like. Pay cash if you prefer.

Ask us to mail you "The Vision," a booklet of surpassing interest to investors.

SHARES NOW 25 CENTS

Table of 20 Payments

$ 1.25 monthly buys	100 shares,	cost	$ 25.00
$ 2.50 monthly buys	200 shares,	cost	$ 50.00
$ 6.25 monthly buys	500 shares,	cost	$ 125.00
$12.50 monthly buys	1000 shares,	cost	$ 250.00
$25.00 monthly buys	2000 shares,	cost	$ 500.00
$31.25 monthly buys	2500 shares,	cost	$ 625.00
$62.50 monthly buys	5000 shares,	cost	$1250.00

Send me (without charge) "THE VISION." (Second Edition.)

Name ....

Street ....

City ....

HIBERNIAN HOME BUILDERS

618 SO. HILL ST., GROUND FLOOR

Home 10545. —Phones— Main 5[illegible]

Lankershim-Van Nuys Lands. Suburban Homes Company, Owners, Controllers and Developers.

The RAYMER Tract

is a part of the celebrated VAN NUYS-LANKERSHIM LANDS. It is a vital part, for it is the last remaining large section of the property, located on the $500,000 boulevard. For that reason, if for neither of many more, it is admirably adapted to suburban living and intelligent investing.

Investor or Farmer

either one, will travel for many miles and cover every part of Southern California, before he will find the duplicate of the RAYMER TRACT, so far as its location is concerned for building a suburban home or investing for profit. If there is a single necessary feature missing to make the RAYMER TRACT ideal for those two purposes, I have not been able to discover it.

Suburban Life

means proximity to a large city; adequate, pleasant and inexpensive transportation; pretty environing scenery; fertile soil, easily productive of flowers, fruits and garden truck; and splendid roads, back and forth. The RAYMER TRACT has all these things—of the highest standard.

Your Experience

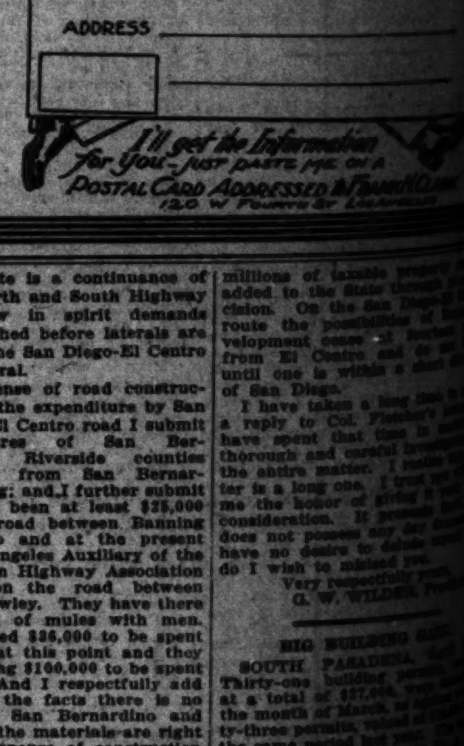
has been that the literature that has been handed to you; the talks that have been made to you by clever salesmen; the promises, guarantees and gilded enthusiasm that has characterized most descriptive matter pertaining to lands have not been substantiated by a careful investigation of the property advertised. It is our policy to insist that every prospective purchaser of the RAYMER TRACT shall see the land before purchasing it. We'll both be better satisfied.

FRANK N. CLARK DIRECTOR
120 WEST FOURTH ST.

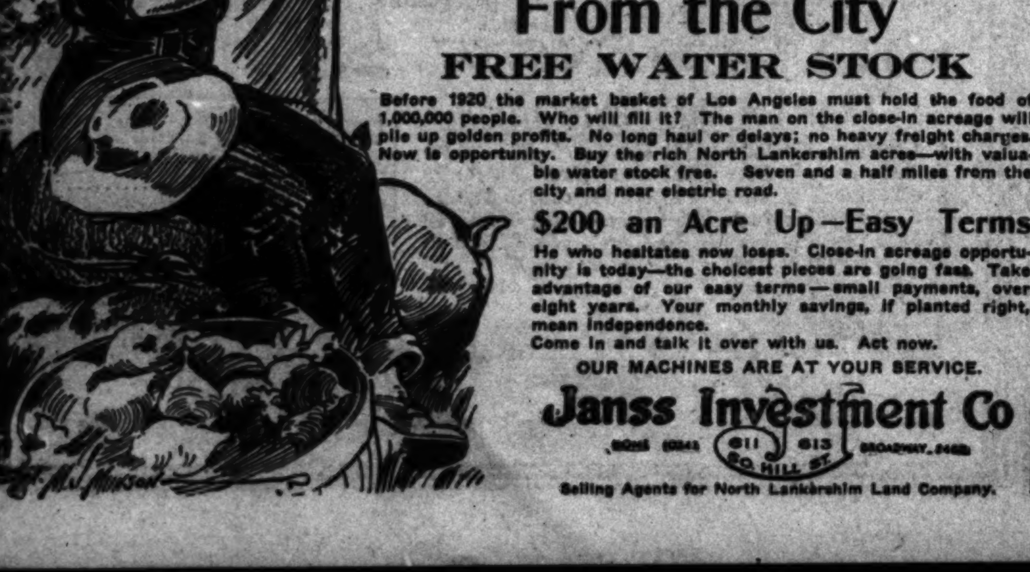
There were three Farmers--three wise, experienced Farmers--and they sought and sought and---then they located permanently in the SAN FERNANDO VALLEY.

By authority of the Board of Control. H. J. Whitley, Manager.

These men traversed every agricultural district within 25 miles of Los Angeles. They took their time at it. They priced land, studied soil, climate and topography. And, they knew how, too. They found that the lowest price at which they could buy good land, within 25 miles, was $500 an acre, WITHOUT ANY IMPROVEMENTS. Within 18 miles, on hard surface pavement, $600 was the minimum, WITHOUT IMPROVEMENTS. They finally visited the VAN NUYS-LANKERSHIM LANDS. They studied it just as carefully as they had the others. RESULT, ALL THREE OF THEM BOUGHT THERE, HAVE LOCATED THERE, HAVE PLOWED AND CULTIVATED THE SOIL, AND, ALL TOLD, they are farming SEVERAL THOUSAND ACRES NOW. Why? Because the soil was the best and the price most reasonable. I will take you out to their farms, introduce them to you and let them tell you their own story. Will you take the trip? My time is yours. You say the word. Mail the coupon, call or telephone me the first thing tomorrow morning.



North Lankershim ACRES.



Small Farms 7½ Miles From the City

FREE WATER STOCK

Before 1920 the market basket of Los Angeles must hold the food of 1,000,000 people. Who will fill it? The man on the close-in acreage will pile up golden profits. No long haul or delays; no heavy freight charges. Now is opportunity. Buy the rich North Lankershim acres—with valuable water stock free. Seven and a half miles from the city and near electric road.

$200 an Acre Up—Easy Terms

He who hesitates now loses. Close-in acreage opportunity is today—the choicest pieces are going fast. Take advantage of our easy terms—small payments, over eight years. Your monthly savings, if planted right, mean independence.
Come in and talk it over with us. Act now.

OUR MACHINES ARE AT YOUR SERVICE.

Janss Investment Co
HOME 10341 611 613 SO. HILL ST. BROADWAY 2462

Selling Agents for North Lankershim Land Company.

From Sea to Sea.

(Continued from Sixth Page.)

the San Diego-El Centro route, over which I understand there is at the present moment a large amount of friction. The route that automobiles have traversed for years and the better route of the two in my opinion is via Campo and National City to San Diego. Why a change is made to Descanso and El Cajon and La Mesa I will not guess. Certainly it is no improvement over the Campo route. But granting this change, the showing of towns along the road is rather pathetic compared to the San Bernardino-El Centro route. Please compare them. The San Bernardino-El Centro route passes through Colton, Redlands, Beaumont, Banning, Palm Springs, Indio, Coachella, Thermal, Mecca and Brawley. The San Diego route has El Cajon, La Mesa, Descanso.

I quote again from Col. Fletcher. "We won the State highway fairly and for the following reasons: First, it shortens the distance to connect two county seats, by sixty or seventy miles." His route by his own figures is 121 miles. Our route at the present time is 170 miles, a differenc of forty-nine miles. If our engineer's advice is followed our route will be cut fifteen miles, making a difference between the two routes about thirty miles. San Diego has accomplished this by giving you a grade that is not a proper grade for a State highway. Therefore, Col. Fletcher's figures are way off. But supposing his statement was literally true, is no consideration to be given to the cities and towns of Colton, Redlands, Beaumont, Banning, Palm Springs, Indio, Coachella, Thermal, Mecca and Brawley, and to their assessed value of over $20,000,000, and to their population of a good many thousand?

I admit Col. Fletcher's second point that work has been done by San Diego on his road.

His third point that the San Diego-El Centro route gives an outlet to the people of Imperial Valley shorter than the route to Los Angeles, for argument's sake, I will admit is correct. But are we building a road solely for the interests of the people of Imperial Valley and to satisfy their desire to reach the beaches? The fact is, however, his statement is not correct. More of the Imperial Valley acreage and assessed values favor the Los Angeles-San Bernardino route than the San Diego route. In assessed values, Calexico and El Centro, districts No. 1 and 2, with $3,969,244, favor San Diego; Imperial and Brawley, districts No. 3 and 4, with $4,447,748, favor Los Angeles; Holtville, Yuma and Palo Verde, district No. 5, with $2,206,226, are about equally divided. In acreage the territory north of Key Stone seeks connection with Los Angeles. The land north of that and under completed system of irrigation is today 209,280 acres; land being brought under cultivation on the east side of the high line is 112,000 acres; land possible to gravity irrigation on the west side of high line is 51,200 acres; a total of 372,480 acres. The land south of Key Stone seeks connection with San Diego. The land under irrigation system is 247,568 acres; land possible to gravity irrigation under the west side of high line is 21,760 acres; total 269,440 acres. The balance of Imperial Valley in favor of Los Angeles is 108,040 acres. Fact is, that while at present moment El Centro is near the center of the Imperial Valley, in two years time Brawley will be more near the center and will have a fair chance of being the county seat.

To this add the future development (I beg to mention it again) of the territory from Palm Springs through Indio, Coachella, Thermal and Mecca; and add to this the wants and wishes of Colton, Redlands, Beaumont and Banning.

I have shown that there is nothing in Col. Fletcher's fourth point that the San Diego route eliminates the desert heat of the summer and that the San Bernardino route means 100 miles of desert travel.

His fifth point that the cost of maintenance will be nothing as against the continual fighting route is pure imaginary. The cost of maintenance of any route having a 7 per cent. grade, even under the best of conditions, is something. These high grade points are subject to cloudbursts and severe washouts. There is no fight against sands on the San Bernardino route and the grade on that route at no point exceeds 3 per cent. and then not over a hundred yards at any one place.

Once again I beg to claim that in all the points that ought to decide this matter the San Bernardino-El Centro route takes precedence over the San Diego-El Centro route.

First: the law, the San Bernardino-El Centro route is a continuance of the Inland North and South Highway which the law in spirit demands should be finished before laterals are considered. The San Diego-El Centro route is a lateral.

Second, expense of road construction. Against the expenditure by San Diego on the El Centro road I submit the expenditures of San Bernardino and Riverside counties on the road from San Bernardino to Banning; and I further submit that there has been at least $25,000 spent on the road between Banning and El Centro and at the present time the Los Angeles Auxiliary of the Ocean to Ocean Highway Association are working on the road between Mecca and Brawley. They have there over 100 head of mules with men. They have raised $36,000 to be spent on this route at this point and they anticipate raising $100,000 to be spent on the road. And I respectfully add that owing to the facts there is no grade between San Bernardino and El Centro and the materials are right at hand, the expense of construction is comparatively so limited (and this statement is supported by the report of four expert engineers) that it would not greatly exceed the expense of making a State highway out of the San Diego-El Centro road.

Third, the cost of maintenance. Owing to its heavy grades and mountain conditions no one can tell how tremendous will be the cost of maintenance of the San Diego-El Centro road. The cost of maintaining the route from San Bernardino to El Centro would be very much less. Talk of sands is a foolish bugaboo that does not exist.

Fourth, present population and assessed value of the districts under discussion. There is no comparison. The population interested in the San Bernardino-El Centro route is at least five times that interested in the San Diego-El Centro route; and, if the terminus is to be considered, the terminus of the San Bernardino route, is, in fact, Los Angeles and the people interested in the route are not only the people between San Bernardino and El Centro but also those all the way to Los Angeles. Considering the termini, the one road will serve three quarters of a million people, while the San Diego-El Centro would serve less than a 100,000.

Fifth, possibilities of development; the possibilities on the San Bernardino route are unlimited. Millions and millions of taxable property [illegible] added to the State through [illegible] cision. On the San Diego [illegible] route the possibilities of [illegible] velopment cease [illegible] from El Centro and [illegible] until one is within a short [illegible] of San Diego.

I have taken a long time to [illegible] a reply to Col. Fletcher's [illegible] have spent that time in [illegible] thorough and careful investigation [illegible] the entire matter. I realize [illegible] ter is a long one. I trust you [illegible] me the honor of giving it your [illegible] consideration. It presents [illegible] does not possess any [illegible] have no desire to delude [illegible] do I wish to mislead you.

Very respectfully yours,
G. W. WILDER, President.

BIG BUILDING GAIN.

SOUTH PASADENA, [illegible] Thirty-one building permits [illegible] at a total of $37,000, were [illegible] the month of March, as against [illegible] ty-three permits, valued at [illegible] the same period last year. [illegible] permits were as follows: [illegible] Apel, for business block [illegible] avenue, $5000; C. C. [illegible] at No. 2070 Milan avenue, [illegible] F. Dupuy, for bungalow at [illegible] Stratford place, costing [illegible] Deats, for dwelling at [illegible] Fletcher avenue, $3500; [illegible] dall, for house at No. [illegible] street, $3500; Albert [illegible] house and garage at No. [illegible] France avenue, $3000; [illegible] ter, for house at No. [illegible] avenue, $3300; R. A. [illegible] galow at No. 731 [illegible] $3500; Hester E. [illegible] at No. 633 Meridian avenue [illegible]

NEW TROLLEY [illegible]

Charles M. Pierce, [illegible] Balloon Route excursion [illegible] gurate another excursion [illegible] which he claims will be [illegible] attractive. It will leave [illegible] street station of the [illegible] each morning at 10 o'clock [illegible] gers will be taken in [illegible] car with a guide to San [illegible] Owensmouth and back [illegible] Lankershim and Van Nuys [illegible] en route. At San Fernando [illegible] nine-passenger automobiles [illegible] vey the passengers to the [illegible] sion, from which they [illegible] ed over the new [illegible] crest of the hill [illegible] Owens River [illegible]

Building Permits.

(Continued from [illegible] Page.)

[illegible] dozen rooms, No. 1421 West [illegible] street; Mrs. Esther A. Allen, [illegible]

[illegible], five rooms, No. 6372 La[illegible]; Henry Rankin, $1800.

[illegible] hotel and store building, four [illegible] sixty-five rooms, Nos. 750-754 [illegible] Main street; Mrs. Magdalena W. [illegible], $4,000.

[illegible], nine rooms, No. 922 [illegible] avenue; J. R. Ander[illegible]

[illegible], five rooms, No. 1529 [illegible] street; L. E. Avis, $1850.

[illegible] store front and add partitions, [illegible] South Main street; R. H. [illegible], $1500.

[illegible], six rooms, No. 844 North [illegible] street; Southern California [illegible], $1550.

[illegible], five rooms, No. 2022 [illegible]-first street; F. E. Bundy, [illegible]

[illegible] store building, No. 679 San [illegible] street; A. Ferrario, $2000.

[illegible], ten rooms, No. 565 South [illegible] avenue; Charles C. and S. [illegible], $10,000.

[illegible] hotel and store building, [illegible] stories seventy rooms, No. 417 [illegible] Fifth street; Mrs. Mary B. [illegible], $21,000.

[illegible], five rooms, No. 1228 [illegible] Seventy-sixth street; Los Ange[illegible] Company, $1750.

[illegible], six rooms, No. 1615 [illegible] avenue; J. C. Foster, $2500.

[illegible], sixteen rooms, No. 342 North [illegible] street; Mary T. Hughes, $8000.

[illegible], six rooms, No. 2965 [illegible] avenue; Mrs. Alice Kemp, $3000.

[illegible], nine rooms, No. 1817 [illegible] avenue; Preston & Riley, [illegible]

[illegible], six rooms, No. 2324 West [illegible] place; W. H. and M. [illegible], $3366.

[illegible], five rooms, No. 6264 [illegible] street; Rawlings Lounsberry [illegible], $3000.

[illegible], nine rooms, No. 429 [illegible] Harvard boulevard; W. A. Tay[illegible]

[illegible], six rooms, No. 3419 [illegible] avenue; Francis Picton, $1800.

[illegible], six rooms, No. 3423 [illegible] avenue; A. and Lily Snydar, [illegible]

[illegible] bungalows, six rooms each, [illegible] 1337, 1335, 1340 and 1341 West [illegible] street; Edminson & Cole, [illegible] each; total, $7200.

[illegible]-house, three stories, six[illegible] rooms, No. 1949 East Fourth [illegible]; George B. Thompson, $17,000.

[illegible] bungalows, seven, five, five and [illegible] rooms, Nos. 1035, 1349 and 1230 [illegible] Sixty-sixth street; Los Angeles [illegible] Company, $2500, $1800, [illegible] and $1700; total, $7800.

[illegible], sixteen rooms, No. 3923 [illegible] avenue; James Leiber, [illegible]

[illegible], seven rooms, No. 321 [illegible] place; R. J. Skelton, [illegible]

[illegible] residence, ten rooms, Nos. [illegible] West Tenth street, San Pedro; [illegible], $3600.

[illegible], five rooms, No. 2311 [illegible] street; Anthony Garn[illegible]

[illegible], nine rooms, No. 6003 [illegible] street; Jennie L. Haish, $4000.

[illegible], eight rooms, No. 1813 [illegible] Forty-eighth street; C. W. Stock[illegible]

[illegible], five rooms, No. 840 West [illegible] street; E. B. Clifford, [illegible]

[illegible], five rooms, No. 4616 Cla[illegible] avenue; Laura Gooding Smith, [illegible]

[illegible], No. 1161 North Coronado [illegible]; Thomas MacRae, $4000.

[illegible] building, No. 4027 South Nor[illegible] avenue; W. E. Anneberg, [illegible]

[illegible], five rooms, No. 1311 [illegible] Seventy-eighth street; Los An[illegible] Investment Company, $1850.

Reforming the World.

The Lady Uplifter—"Now don't forget what I've said. Surround yourself with beautiful things and think beautiful thoughts, and above all, relax—relax and you will be happy." [New York World.]

KELP FOR POTASH.

Immense Beds of the Ocean Weed Exist on the Coast of California and Alaska.

[Washington Star:] That the kelp beds along the Pacific Coast will furnish the farmers of the United States with a plentiful supply of potash for fertilizer was the declaration of Dr. Frank K. Cameron of the Bureau of Soils, Department of Agriculture, in an address last evening at George Washington University. Beds of this giant seaweed lying off the coast of California, said Dr. Cameron, will furnish at least 6,000,000 tons of fertilizer, the potash in which can be readily and cheaply made available for agricultural use. Similar beds, Dr. Cameron said, probably exist off the coast of Alaska, and he announced that he will explore that part of the Pacific Coast during the coming summer.

The discovery and utilization of these great kelp beds and their contained potash, said Dr. Cameron, will plies, Germany heretofore having enjoyed a virtual monopoly of this essential element in agriculture. Farmers in the United States, he stated, have been compelled to pay to German potash producers from $12,000,000 to $16,000,000 annually for the fertilizer, which amount will be saved to the United States by the utilization of the potash from the beds in the Pacific.

Sure Cure for Obesity.

[New York American:] Ham on toast three times a day and plenty of walking is the sure-fire cure for obesity discovered and offered gratis to the many rotund—and annoyed—society matrons of Newport by Mrs. Charles P. Hatch, who was formerly Baroness Von Haeften, member of an illustrious Dutch family and a popular figure in Dutch court circles.

Mrs. Hatch, who left for New York recently after her first season in Newport, declared she had been on the ham-and-toast diet for four weeks and offered her own appearance as proof of its efficiency.

Mr. and Mrs. Hatch will spend a part of the winter in Holland visiting relatives.

THREE (3) APT. PLANS

The details for the first of the three (3) modern apartment houses planned to be erected this season on the close-in lots owned by Los Angeles Securities Company are approaching completion. The sketch shows four (4) stories and 120 rooms, the estimated cost being

$50,000.00

Lease proposals based on $8 per room per month for ten (10) years have been considered, but a higher rate is expected before completion because of the commanding location as well as the completeness of the appointments. These estimates show probable returns of better than 15 per cent. per annum on the investment after allowing liberally for depreciation and all contingencies. This 15 per cent. will be available for

Stockholders' Dividends

Los Angeles Securities Company has made marvelous and unexpected progress and growth. Its capital has increased very fast during its three months of existence. New investors from every direction have been freely buying stock and day by day the

Subscribers' List Grows

The present selling price of shares is 14 cents each until 200,000 more shares have been sold, when 15 cents will be asked. The terms are very easy—only 10 per cent. down and 5 per cent. monthly, though many pay cash in full. It is a safe investment, simple and satisfactory in all its details. Los Angeles offers none better.

LOS ANGELES SECURITIES CO.,
LOS ANGELES, CAL.
Send me particulars as to investments.
Name ....
Address ....
Mail This at Once.
Times 4-6-13

VERY EASY TERMS

Shares	Payment Down	Payment Monthly	Total Cost
100	$ 1.00	$ 1.00	$ 14.00
200	2.80	1.40	28.00
300	4.20	2.10	42.00
500	7.00	3.50	70.00
1000	14.00	7.00	140.00
2000	28.00	14.00	280.00
5000	70.00	35.00	700.00

Los Angeles Securities Company

(Incorporated December 12, 1912.)

637 South Hill Street, Los Angeles, California

"HEART'S DESIRE"

The One Thought of Years **"OUR HOME"**

The accumulation of the funds with which to purchase the home ofttimes demands self-sacrifice and strenuous saving, and speaking of "Saving" did you ever stop to think "how easy it is to save if your savings are earning dividends that add to your savings?"

PACIFIC HOME BUILDERS

the largest owner of residential building property in the limits of Los Angeles, are earning dividends for all shareholders. Some of whom began their earning account with a contract for the purchase of only 10 shares of stock upon which they only paid 10% each month for 10 months, and during the time they were paying for their shares they received dividends upon what they had paid upon their investment. The dividends paid by PACIFIC HOME BUILDERS are not only paid quarterly but have always been satisfactory to shareholders.

The next dividend, to be declared Monday, will be at the rate of

14% on Par Per Annum

Stock is Selling at $2.00 Per Share for a Short Time

and when the present allotment is exhausted the stock will advance to $2.25. Due to a larger volume of business and increased earnings.

Buy Now and Participate in this Distribution

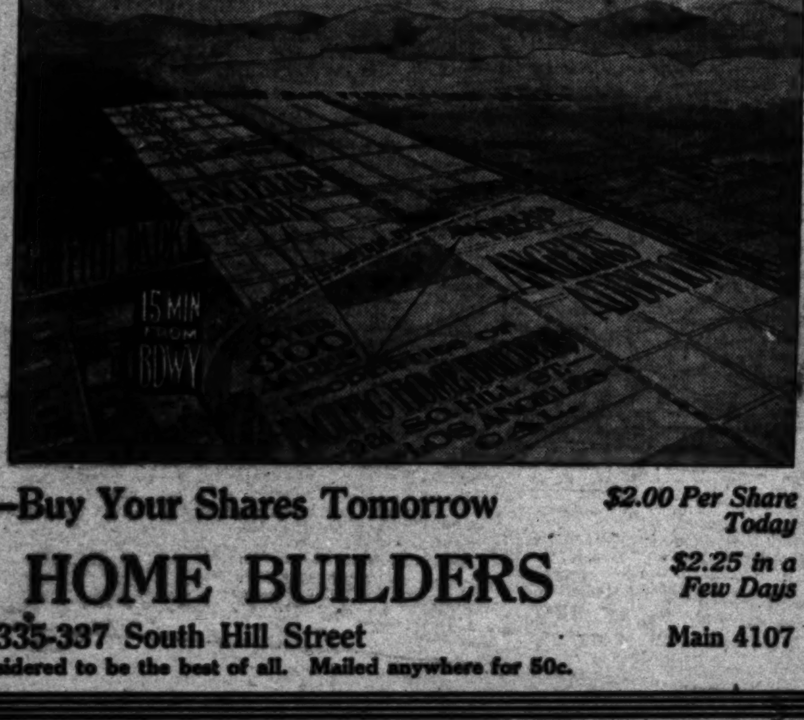
As a saving and investment proposition which includes the safety of the principal as well as paying large dividends, this stock is preeminently the best offer before the people of Southern California.

The great realty holdings, with constant appreciation in value, as well as the expansion of its building activity, tells why PACIFIC HOME BUILDERS pay dividends.

The beautiful Angelus Group of subdivisions, "only 15 minutes from Broadway," make an insistent appeal to those who delight in lovely homes, in a perfect environment.

Lots now selling in ANGELUS PARK $550 and up. We are making trips every 15 minutes and will be pleased to have you go out and view the beauties and conveniences at this one desirable residence spot, so long desired by larger realty concerns, but now owned by PACIFIC HOME BUILDERS.

Free transportation at this office. Angelus Park is "closer in" by car service than the Westlake Section.



April Dividend 14 per cent on Par Per Annum

Go Today—Buy Your Shares Tomorrow

$2.00 Per Share Today

$2.25 in a Few Days

PACIFIC HOME BUILDERS

333-335-337 South Hill Street

Main 4107

Our Bungalow book is considered to be the best of all. Mailed anywhere for 50c.

Commonwealth Bungalows Furnished Complete

$3150

$100 Down - Thirty Dollars Monthly

(Interest Included)

Description of Bungalow

Living and dining rooms have oak floors, beamed ceilings, built-in seat, bookcases, fireplace, handsome buffet, fine lighting fixtures; three disappearing beds. Large bedroom finished in white enamel with extra large closet. Sleeping porch with built-in bed. Cabinet kitchen white enameled finish with built-in range hood, composition sink board, numerous cabinets, drawers, bins, etc.; cooling closet. White enamelled bathroom with medicine cabinet built in. Screen porch with laundry tub, water heater, etc. Large cement front porch with massive pillars, cement walks, flower boxes, fence, lawn.

Home Complete House, Lot Furniture

ALL FOR ONE PAYMENT

And less than the usual payments on a home.

WE WILL FURNISH any of our finished BUNGALOWS AND CHALETS

Or build to suit in any of our five subdivisions for a small payment down and balance like rent.

Description of Furnishings

Living room has Axminster rug, fumed oak table, 2 rockers, desk chair, shades, lace curtains, mattress and a pair of pillows for disappearing bed. Dining room has a Brussels rug, fumed oak extension table, six chairs to match, lace curtains, mattress and a pair of pillows for disappearing bed. Bedroom has a Scotch wool rug, brass bed, white enamel dresser, chair, rocker, table, springs, mattress, a pair of pillows and lace curtains. Sleeping porch has a mattress and a pair of pillows for disappearing bed. Kitchen has linoleum, gas range and chairs. Bathroom has linoleum and net curtains. All well selected and high grade, making a very comfortable home.

Agent on tract daily (including Sunday.)

TAKE HOMEWARD CAR

On Spring Street (yellow car.) Get off at Manchester and walk one block East to tract office.

Just Out—112 Page Bungalow Book, 50 Cents.

Commonwealth Home Builders

212 Union Oil Building

7th and Spring Streets

FIRST CHOICE

Pre-Opening Sale

Pico Boulevard Tract

First purchasers always get the best lots at lowest prices. Before our regular opening you can select the choicest building sites at bargain prices. *Buy Now.*

Pico Boulevard Tract offers the best lots at the lowest prices of any desirable tract in the West or Southwest.

$525 AND UP

EASY TERMS

Every advantage and improvement. Graded and oiled streets—5 ft. sidewalks; curbs, ornamental shade trees, water, gas and electricity; *Five-Cent Car Fare.*

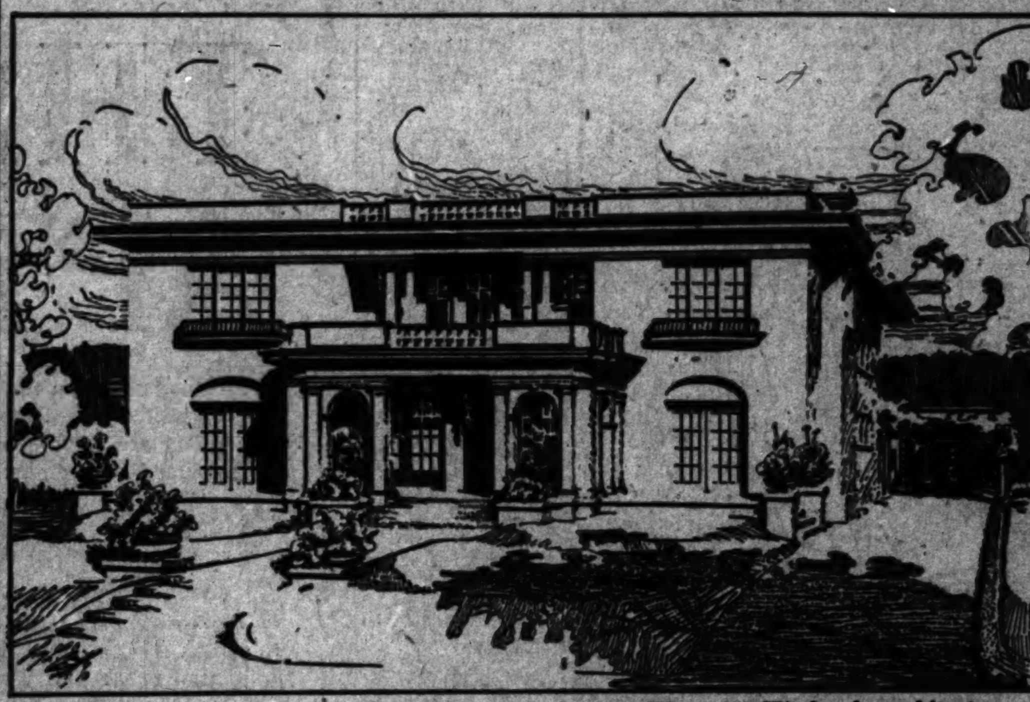
Full information by application at our office. Go out in our motors.

W. I. Hollingsworth & Co.

609 South Hill Street

Main 5760. Home 10777.

Important Harbor Improvement.



Hotel projected by G. D. Potter at Wilmington. Thornton Fitzhugh, architect.

A TYPICAD STRIKE.

Unionites Try to Make Lehigh Valley Railroad put Men to Work Because They Are Union Members.

[The Square Deal:] Owing to a reduction of its force of car repairers at its Mauch Chunk, Pa., repair shop, the Lehigh Valley Railroad has had a nasty strike on its hands for some weeks. There has been no display of violence so far, but at the same time, there is every indication, that, if the strike lasts much longer, the men now out may become desperate. The strike is due to a failure of recognition of the union by the railroad. According to the company's statement, it reduced its repair force by 15 per cent. on February 1. One hundred men out of a force of 750 were let go, because, as the company avers, there was no work for them to do. The union is enraged because it claims nearly all of the men who were dropped were members of the union and members of long standing. Its leaders make the charge that the railroad company is trying to rid its shops of all union employees. The resultant strike narrowed itself down to a struggle, practically, for the recognition of the union. The company offered to deal with a committee of the men in the shops, but stipulated that the men on the committee must be men then at work. This of course barred any of the strikers.

At this writing the position of the company is set forth in the following statement:

In July of last year the repair work on the Lehigh Valley was so heavy that the force at the Packerton shops was increased. On February 1 the accumulation of bad-order cars was so reduced that only 3 per cent. of all cars were in the shops. It became necessary to reduce the force of men or the hours of labor. In order not to work a hardship on all employees by reducing the earnings of all men, the former course was decided upon. About 100 men out of 750 were laid off.

"A committee representing the union demanded that the union be recognized and the men dismissed put back to work. This was refused for the reason that there was not sufficient work for them to do. The employees in the Packerton shops have been working under good conditions, under cover, with all materials handy, and transportation to their homes up and down the line. The rate of pay is equal to that paid anywhere else in the East, and more for overtime than several other neighboring railroads. An effort has been made, and is being made, to provide all the work possible, and the Lehigh Valley officials are willing to meet a shop committee of its own employees, actually on duty and listen to any grievances they may have."

FOR HARBOR DISTICT.

G. D. and Beatrice M. Potter have had plans drawn by Architect Thornton Fitzhugh for a three-story hotel and store building which they state they will erect at the southwest corner of Canal and Thirteenth streets, Wilmington. The lot 123x150 feet in size, was purchased for a given consideration of $6500 from the Western Improvement Company, which opened the Los Angeles-Wilmington Harbor tract three months ago. The structure will be of concrete, and will contain four stores on the street level.

COMBINE INTERESTS.

BALBOA, April 5.—Several of the large property owners of Balboa have felt that the best interests of all would be conserved by amalgamating their interests. With that object in view, J. P. Greeley, F. W. Beckwith, E. E. Richardson, E. J. Louis and others are concentrating their holdings. Among the properties which are involved are the Balboa Beach pavilion, Balboa Hotel, the new brick block to be erected by Mr. Richardson and the corner of Main and Central, where a temporary depot for the Pacific Electric has been located.

W. S. Collins has ordered a carload of gondolas from a boat factory in the East to be delivered to the Balboa Island landing before the summer season.

Union Labor in Politics.

(Continued from Seventh Page.)

stunt, have decided to take a hand in the political game, and have resolved that they will not support any candidate whose printing bears the union label. This will not be a negative, but a positive factor in the situation. If the candidate does put the label on his printing he will gain no votes from the unions on this account, but will lose those of the employing printers and their friends. If he does not use the label he will get his printing cheaper, get support from the employers and just as many votes from the unions as he could expect. Which is the sensible way?

The following print shops in Portland are operating their pressrooms under "open shop" conditions and do not use the "union label:"

Adrian-S[illegible]ney Company.
Arcady Press.
Baltes, F. W. & Co.
Boyer Printing Company.
Bushong & Co.
Christie Printing Company.
Clarke-Kundret Company.
Harnden & Co.
Howe-Davis Company.
Irwin-Hodson Company.
Kern, A. E. & Co.
Kleist & Co.
Lincoln-McCord Company.
Metropolitan Printing Company.
Portland Linotyping Company.
Price & Co.
Anderson Printing Company.
Bailey & Torrey.
Beach-Thomas Company.
Brown Print.
C. C. Chapman Company.
Chausse-Prudhomme Company.
Dunham Printing Company.
Glass & Prudhomme Company.
Independent Package Company.
James, Kerns & Abbott.
Kilham Stationery & Printing Company.
Kubli-Miller Company.
Mann & Stewart.
Pacific Stationery and Printing Company.
Portland Printing House.
Watson Printing Company.

BUILDING COMPANY BUSY.

The Guarantee Building and Investment Company reports that its architectural department is working on the plans for ten houses to be erected in West Hollywood. These include dwellings for Walter T. Moore, president of the company, $6000, including lot; John F. Manning, vice-president, $4550, including lot; Ira F. Thompson, $3900, including lot; H. D. Hoover, $4200, including lot. The other houses will be for sale. Lots have been sold to J. M. Stallmeyer, James B. Eddie, Pearl and Julia Dallimore, Elton B. Stiles and Mrs. Melissa E. Hibble. The company is building flats with bungalow in rear at No. 1368 North Western avenue for Miss Sophie Ohler, two houses on Gardner avenue near Gardner Junction for T. G. Rickman, and a bungalow at Tropico for F. H. Ehmke.

The Strike News.

(Continued from Seventh Page.)

is reported settled, following the visit there of Gov. Hatfield. The colliery company accept a [illegible] ment on a non-union basis [illegible] that!) but advancing wages [illegible] union scale. The wage increase [illegible] cents per ton, with semi-monthly [illegible] ments. This company employs [illegible] to 2000 men. The strike is [illegible] at the other collieries in the [illegible] wha, W. Va., coal district. [illegible] mite trials are now on.

The San Francisco printing [illegible] men's strike against the [illegible] that city, began May, 1911, [illegible] declared off. This also [illegible] Chicago Hearst newspapers.

Three hundred girls, earning [illegible] $6 to $14 a week at the [illegible] Kaufman silk mill in Manhattan, [illegible] struck in aid of the 375 men [illegible] mill, who were ordered out [illegible] by the committee of the [illegible] J., striking silk workers.

At Pittsburgh, Pa., [illegible] male and female workers, [illegible] steel mills, glass factories, [illegible] chine shops, are on strike, [illegible] many and various demands. [illegible] mand is made by all and [illegible] more wages. One of the [illegible] panies has granted the [illegible]

The strike at the Hebrew [illegible] in New York expected to [illegible] Chicago, Philadelphia, [illegible] Lynn. The strike is against [illegible] ployment by any Hebrew [illegible] where of non-union stage [illegible] old, old story of desired [illegible] slavery.

The Legislature of Arizona [illegible] the eight-hour law for [illegible] its Senate started to work [illegible] the Senate employees struck [illegible] ing to show up for work at [illegible] sessions—a funny situation.

The Erdman arbitration [illegible] inadequate and defective [illegible] broke down in the [illegible] that legislation is essential [illegible] tra session of Congress to [illegible] law acceptable to both [illegible] employers before the [illegible] trainmen's case comes on, [illegible] Railway Business Association. [illegible] way strikes are a national [illegible] What would occur if any [illegible] classes of labor employed [illegible] eration of railways over [illegible] as that covered by the [illegible] should quit work for any [illegible] time is beyond anything [illegible] experience. Yet that is just [illegible] before us only the other day [illegible] the eastern railroad [illegible] sented, at the risk of their [illegible] bitration under the inadequate [illegible] man act. The stoppage of [illegible] on either of our great [illegible] would paralyze commerce [illegible] hunger and misery to millions.

BUYS APPLE TRACT.

James Fear, an alfalfa [illegible] Prado, has purchased two [illegible] apple tracts at Tehachapi [illegible] Sharer Investment Company. [illegible] pects to improve both properties.

The Finger of Opportunity

Points to Fertile Acres Adjoining Huntington Beach

$250 PER ACRE AND UP

Among the golden opportunities that have been presented to the people of Southern California within recent years the matchless wealth-producing ACREAGE ADJOINING HUNTINGTON BEACH looms into overshadowing prominence.

Huntington Beach—"the beach with the back country"—and the finest natural beach convenient to Los Angeles—has until now been kept off the market. Now this is to be changed. Pacific Electric flyers now rush you to Huntington Beach in 59 minutes. Orange County has voted $1,700,000 in bonds for paved boulevards connecting Huntington Beach with Santa Ana and Los Angeles County Boulevards. Another boulevard is to connect Huntington Beach with Long Beach.

These facts, together with the fact that Long Beach is already built up four miles from the coast—and that Santa Monica values have practically reached the prohibitive point—mean that the hour has come when those desiring high-class beach property—MUST go to Huntington Beach. Nature has made possible no other alternative.

Huntington Beach is famous as "the beach with the back country"—with the richest lands in Southern California—lands that produce berries and vegetables at an almost unbelievable profit — lands you can buy NOW—within a stone's throw of the city limits of Huntington Beach with unequaled water conditions—for $250 to $350 per acre. Terms to suit every buyer.

This is the psychological moment for you to invest in Huntington Beach acreage. The big developments are under way and values will soon begin to soar. Convince yourself by investigation.

Sharer Investment Company

229 West 7th Street

Exclusive Sales Agents.

Huntington Beach City Lots

A thriving modern town of [illegible] population — home of [illegible] sugar plant in U. S., employing [illegible] men. Center of celery [illegible] 1700 carloads shipped [illegible] last year. Finest natural beach [illegible] Los Angeles. Rich soil [illegible] Unequaled opportunity for the [illegible] vestor or for those desiring [illegible] beach homes.

Desirable Beach Lots from [illegible] up.

SALVAGE SALE!

Owing to completion of aqueduct construction work, we are now offering the following steam and electric shovels for sale:

2—MODEL 40 MARION STEAM SHOVELS.
3—MODEL 60 MARION STEAM SHOVELS.
1—MODEL 60 MARION ELECTRIC SHOVEL.

We also have at our salvage yard, corner Slauson and Compton avenues, Los Angeles, Cal. A large assortment of contractor's equipment, material and supplies, a partial list of which is given below:

Cincrete Mixers, Ransome and Chicago Cube.
Lansing Concrete Carts, 7½-ft. capacity.
Steam and Gasoline Engines.
Electric Motors, various sizes.
Rock Crushers, Aurora and Climax.

In addition to the above, we have a large assortment of vises, anvils, drills, both hand and power; drill steel and repairs, drill sharpeners and parts, tongs, bolts, nuts, gears, pinions, valves pipe fittings etc.

No. 7 Remington typewriter, fine condition.

We have a number of aqueduct mules at the sales yard of John W. Snowden & Son, 405 Aliso st., city., which are being sold at bargain prices.

For full particulars regarding the sale of all Aqueduct Salvage Equipment and Material, call on or address the STOREKEEPER, 1116 Central Bldg., Los Angeles, Cal., or visit our Salvage Yard at Slauson and Compton aves., city.

The Strike News.

(Continued from Seventh Page.)

ported settled, following the
there of Gov. Hatfield. The
ry company accept a final
on a non-union basis. Central
but advancing wages over the
scale. The wage increase is 1½
per ton, with semi-monthly pay-
. This company employs 1800
00 men. The strike is still on
e other collieries in the Kanawha
W. Va., coal district. The
trials are now on.

e San Francisco printing press-
strikes against the Examiner of
city, began May, 1912, has
red off. This also affects the
go Hearst newspapers.
ree hundred girls, earning from
$14 a week at the Smith &
man silk mill in Manhattan, have
k in aid of the 275 men of that
who were ordered out on strike.
e committee of the Paterson, N. J.,
riking silk workers.

Pittsburgh, Pa., ten thousand
and female workers, employed in
mills, glass factories, and
shops, are on strike,
and various demands. One
is made by all and that is for
wages. One of the glass
s has granted the increase.
e strike at the Hebrew theaters
ew York expected to extend
go, Philadelphia, Boston and
. The strike is against the
ment by any Hebrew theater
e of non-union stage hands.
old story of desired industrial
ry.

e Legislature of Arizona passed
ight-hour law for workers. The
enate started to work right
Senate employees struck by
o show up for work at the
nus funny situation.
e Erdman arbitration act is
equate and defective—
e down in the firemen's case.
legislation is essential at the
ession of Congress to make
ceptable to both employers
ployers before the conductors'
men's case comes on, unless
way Business Association, in
strikes are a national
t would occur if any one of
es of labor employed in the
n of railways over such as
at covered by the eastern rate
d quit work for any considerable
is beyond anything in America
rience. Yet that is just what
e us only the other day had
eastern railroad managers
d, at the risk of their own,
tion under the inadequate
act. The stoppage of either
either of our great railway
d paralyze commerce and
er and misery to millions.

BUYS APPLE TRACT.

mes Fear, an alfalfa rancher
o, has purchased two
tracts at Tehachapi from the
er Investment Company. He
to improve both properties.

nity
ts to
e Acres
oining
n Beach
PER ACRE AND UP
ntington
Beach
ity Lots
g modern town of 1500
— home of finest beach
nt in U. S., employing 600
enter of celery industry—
rloads shipped from here
Finest natural beach sand
les. Rich soil—no sand
d opportunity for the
r for those desiring ideal
mes.
ble Beach Lots from $250
New $75,000 concrete pier now under construction.

Mines and Mining in the Great Southwest.

Out of Earth.

AT RICHES IN ITS ERUPTION.

Probable Results of Volcanic Outburst in Mexico.

Gold and Silver Amid Sand from Colima's Crater.

Many Prospectors Flocking to Scene of Flow.

[Special Correspondence of The Times.]

GUADALAJARA (MEX.) April 1.—Gold and silver in large paying quantities are found in the sand ejected from the crater of the volcano during the terrible eruption a few weeks ago. Miners and prospectors are flocking to the district around the base of the volcano and are staking claims in the gulches or gulches leading down from the summit, which are filled with the discharged material.

A committee of Scientists appointed by the Federal government to make an investigation and report on the recent eruption has issued the following statement:

"The eruption of the volcano of Colima on January 20, 1913, was preceded by the great quantity of material cast out, triturated and reduced to fine sand. Part of this sand ran down the sides of the cone in burning avalanches, and according to neighboring depositions, the other part was thrown to a height and carried by the prevailing winds to the regions northwest, the finest dust in great quantities having reached the Pacific as far as San Luis and Acaltenas, 250 miles distant from the volcano.

"The origin of the avalanches of sand that descended with great force from the sides of the cone and the redness as far as 9¾ miles from the crater is the same as observed at Mt. Pelee in 1902 and at the destruction of St. Pierre. The temperature of the material ejected was at least 300 centigrade, the destruction of everything in its path being complete. The country around is sparsely settled only two small ranches were destroyed, without having to deplore the loss of a life. The forests suffered very little, as there was none on the cone of the crater, while lower down, in the timbered zone, the avalanches were confined in the deep fissures, causing no damage to the forests that are found mainly on the high hills. The loss of stock was of some importance, several hundred beeves having perished. Also some water courses have been closed, but this will be temporary, since in the rainy season water currents will wash out of the ravine the ejected matter, as it is not at all coherent.

"The material carried by the winds to the northeast when deposited in the vicinity of the volcano formed heavy coatings, for example, in Zapotlan as thick as seven centimeters. As all the surrounding country is of volcanic origin this invasion of volcanic ashes and sand will cause no damage, but rather be beneficial since although the matter cannot be considered as a fertilizer, yet it has improved the soil by supplying substances easily assimilated by plants. I nfact, already in the vicinity of Zapotlan grass is sprouting through the apparently completely sterile mantle of volcanic sand.

"The cone of the volcano underwent great changes on this occasion. While there has been an accumulation of material in the seams at its base, on the other hand the crest suffered great erosion by the descent of avalanches of highly heated matter. Thus new seams were opened, the old ones deepened and the whole outline of the volcano changed, the most important difference being that wrought on the rim. The upper part of the volcano, together with the contents of the crater, has disappeared; the rim, but little dentated before, remained after the eruption of 1913 crowned with sharp peaks and cut with deep incisions, and the crater has now a greater diameter.

"The paroxysmal activity of January 20 decreased rapidly and was limited by the middle of February to the emission of much reduced quantities of water and gases.

"Finally, it can be said that the destruction caused by the last formidable eruption in 1913 has been of little importance.

"The accumulated material in the seams at the foot of the volcano will keep at a high temperature for a long time. The water supplied by ancient springs at the bottom of the seams or by infiltration of superficial water must be converted into vapor on coming in contact with the highly heated interior. It may happen that, at given moments, in some places this vapor will be under sufficient pressure

(Continued on Thirteenth Page.)

California Mines.

START SPRING ACTIVITIES.

Dredges Resume Work on Sacramento River.

Seamen Are After Mines Near Onion Valley.

Japanese Invade Tuolumne Mining Field.

[Special Correspondence of The Times.]

REDDING (Cal.) April 4.—Gold mining with suction dredges has been resumed on the Sacramento River and tributary creeks, a short distance from this city. The passing of winter and the subsiding of high water has combined to allow this method of gold recovery to be conducted, and the various companies have arranged for an active season. The dredges are operating on Middle Creek and the river, and several good clean-ups are anticipated.

Last year considerable work was carried on, and one of the dredgers earned splendid profits. The gold lies in channels and depressions at the bottom of the majestic stream, and is drawn up by suction pumps. The gravel is washed as in ordinary bucket-elevator dredging, but less material is handled.

When an unusually rich deposit is discovered by the diver a bucket is lowered and the treasure is carefully scooped up and loaded for delivery to the surface gold-saving apparatus. The Du Bois dredge is largely used in this section, and has proven highly successful in recovering the gold content from the swift-flowing streams.

The Sierra del Oro mine, near Downieville, continues to attract attention because of rich strikes. Recently a matrix of gold and quartz was encountered in the winze shaft, and about a hatful of crystallized nuggets, some as large as eggs, were taken out. Accompanying the nuggets and quartz is arsenical sulphurets, such as occurs in the Alleghany mines. A late shipment of nuggets and quartz went to Downieville, where it attracted great interest and caused considerable excitement.

The shaft is sunk on the shoot from the main adit to explore a virgin portion of the mine, and a vertical depth of about 150 feet has been attained. From the shaft a drift is extended to the north in hopes of intersecting a second shoot. A small crew is working, but if developments continue successful it is planned to place several more men on the operating force at an early date. The rich ore recently found has stimulated interest throughout the Old Ironsides district.

Another determined effort is made by a company of ship captains and other mariners to gain control of the extensive acreage of drift gravel mines extending from Gibsonville to Onion Valley, a distance of seven miles. The properties are situated in Sierra and Plumas counties, and number several claims that produced lavishly in past years. Capt. Reed of San Francisco, formerly of the Pacific merchant marine, is at the head of the enterprise, and a large number of Coast shipping men are interested.

Options have been secured on a large number of the properties, and negotiations for the control of other claims are progressing. The Wild Board, Pioneer, Redding, Phoenix, Ne Plus Ultra, Nevada, Michigan, North American and other old-time producers of note are included in the projected merger.

If the deal is consummated, it is planned to build a gravel mill to crush the cemented material of the Pioneer and adjoining claims, while most of the gravel in the other properties can be made to yield gold without the aid of milling equipment, as the yellow metal accompanies the gravel and is easily recovered by ordinary methods. Following the confirmation of the pending deal for the consolidation of numerous properties in the adjoining Port Wine district, the proposed merger is claiming wide interest throughout the affected field.

"The plan finally adopted, which is now in process of fulfillment, was to sink the Merger shaft from the 1400-foot level to the 1750-foot level and, at the latter depth, to crosscut into the Atlanta ground. The expense of sinking the shaft from the 1400-foot to the 1750-foot level is shared by the two companies concerned, since it is mutually advantageous. Our proportion of the expense is $25,000.

"When the Merger shaft has attained a depth of 1750 feet, a thorough and extensive system of development of Atlanta ground will be conducted from this level and the entire area in which ore is likely to be found will be carefully prospected. This work was started in the Merger shaft on December 20, 1912, and has now reached a depth of 1580 feet."

The development work now conducted by the Goldfield Ore Mines

(Continued on Thirteenth Page.)

RAMONA ACRES

ADJOINING

Buy an Acre Homesite—

Come out to these acres adjoining beautiful Ramona Acres—away from the dust and noise of the crowded city. Buy some chickens and watch your bank account swell. Think of the high prices of poultry products. Los Angeles is a market for everything you produce. Start now. Life at Ramona Acres adjoining, is ideal. Twenty minutes by electric car. Where acres cost less than a small city lot. Gas, water, graded streets and parking. Have your garden and fruit trees.

$600 An Acre Up

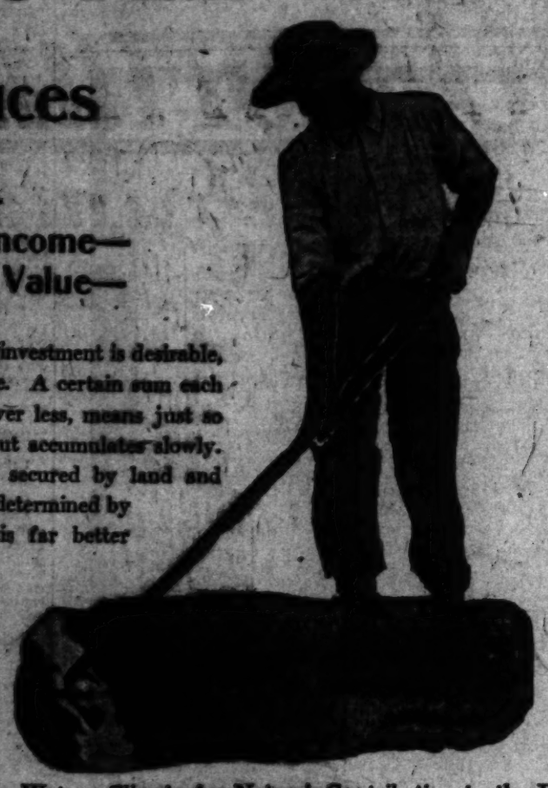
On Easy Terms

TO GO—Take car marked "Covina Line" in Pacific Electric Bldg. Get off at Garfield Avenue. Salesman will meet you there with automobile to show the property. Look for the big red "J" on tract office. Or come to this office for free transportation.

Janss Investment Co

611 Hill St.

"The Man With the Hoe" produces the Wealth



Security—
Assured Income—
Growth in Value—

A fixed return on your investment is desirable, but it is not progressive. A certain sum each month, never more, never less, means just so much to the investor, but accumulates slowly. An investment that is secured by land and whose profits are determined by the growth in value, is far better than a fixed sum like interest on a mortgage, because as the value increases you get an excess of the market rate of interest.

Three Factors Making the Perfect Investment

To the investor and homeseeker and the man looking for an income orchard home, Gibraltar offers—security of investment.

Values increasing with growth of trees and development of land—

An opportunity to secure the largest returns for the expenditure of money and labor—

In Gibraltar Acres at Bloomington the olive is the chief of trees now being planted—

No horticultural industry exceeds the olive in profit and productivity.

Where Soil—Water—Climate Are Nature's Contribution to the Productivity of the Olive

These three potent factors in the successful planting and growing of trees in California are what is making Gibraltar Acres particularly adapted to Olive cultivation. Olives can be sold ten years in advance. The tremendous demand cannot be met, and pickers cannot fill wholesale orders. They are prolific bearers when given intelligent care. The average yield of a good grove is from one to six tons per acre. And as high as $250 a ton is paid the grower—some cases more.

LAND VALUES

$5 PER ACRE per month including payment on principal and interest and $20 down per acre secures Gibraltar's acres, PLANTED TO OLIVE OR CITRUS TREES, for as low as $450 per acre

OLIVE GROVES

You are not getting raw land nor suffering inconveniences of some far distant valley when you buy in Gibraltar Acres. An auto ride of hours, or less than that by main line of the Southern Pacific, brings you directly to the tract. Bloomington is a thriving community of homes, heavily yielding groves, with churches, school ($20,000 building being completed). Passenger depot, two big packing houses, olive pickling works and oil mill just across the street from the tract. Trolley line now and another building, connecting Bloomington with Los Angeles by electric, which will reduce the time one-half hour.

PLANTING IN FULL SWING

One of the finest, most up-to-date underground cement-pipe irrigating systems is being installed, and all homes will be served by the Domestic Water System, under pressure.

Planting is in full swing. Buy your tract now and have it planted this year. Price as low as $450 per acre PLANTED, with terms as scheduled above.

HOMES BEING BUILT

OUR AUTOS OR OTHER TRANSPORTATION ARE AT YOUR SERVICE.

IMPORTANT
MAIL THIS TODAY.
Send me your booklet, etc., regarding your great tract at Bloomington.
.....
.....
Times 4-6-13

Gibraltar

ISAAC MARTIN, PRESIDENT

142 So. Spring St. Home 10317 Main 9152

View of Lake Elsinore

Buy Farm Land In the Midst of Unsurpassed Scenic Beauty

On the Uplands of Lake Elsinore

7 Miles Long, 3 Miles Wide and 40 Feet Deep

THESE are the most picturesquely situated farm lands in all Southern California. Mountain, lake and valley combine to produce the only scenery of its kind south of the Tehachapi.

Yet the beauty of scene is entirely secondary to the great productivity of the soil. It is a deep sedimentary deposit washed from the surrounding mountains for ages, into this great natural reservoir of the San Jacinto River.

Alfalfa, deciduous fruits, olives and the usual farm crops yield large harvests. The climatic advantages render it especially favorable for dairy pursuits, live stock and poultry.

The land rises to an elevation of 10 feet above the level of the lake, in a slope naturally graduated for irrigation and drainage.

Only 72 miles from Los Angeles, with adequate railway facilities and on modern boulevards, in the heart of the far-famed Riverside county. The trip is a delightful one, teeming with scenic surprises, and may be made both ways in less than a day.

Lake Elsinore Farms

Rich in every natural beauty of soil, climate and situation, with abundant water supply piped and ready.

$150 an Acre and Up

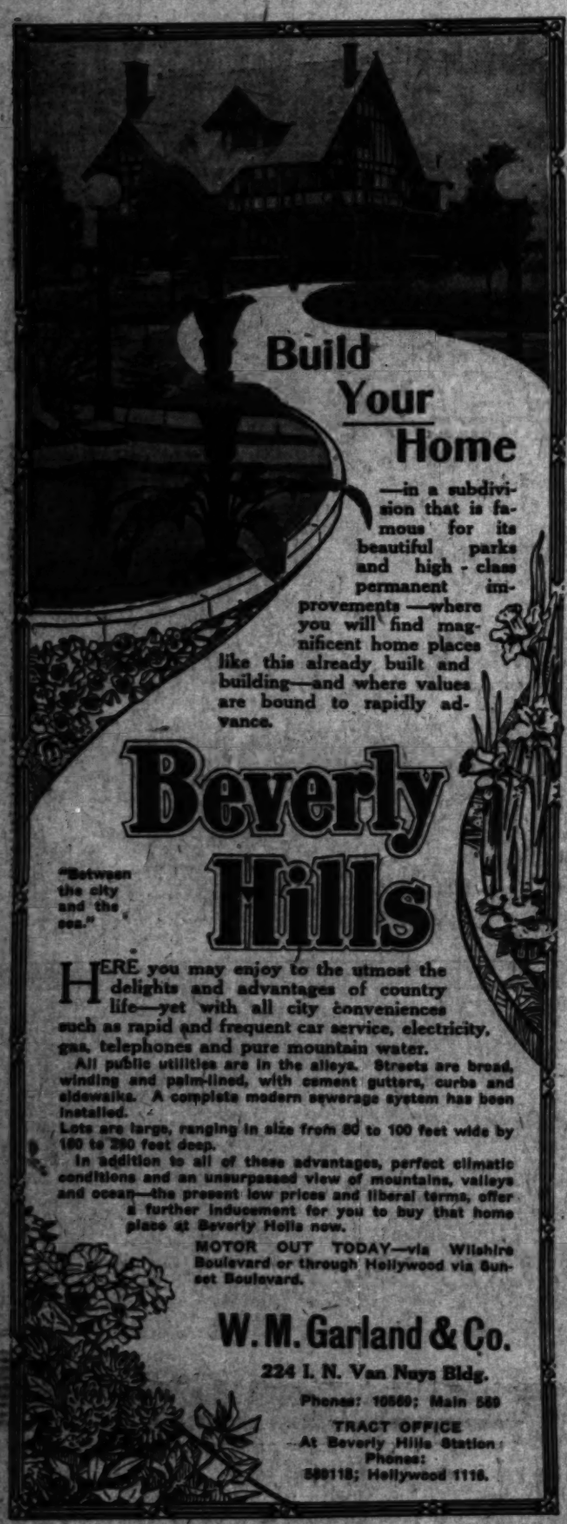
Easy terms and long time if desired. This is the most important opportunity ever offered in farm lands so productive, and so conveniently close to the large cities and great market centers of Southern California. The investment feature alone has been sufficient to attract many buyers, as this large body of water is sufficient in itself to create a great future value for its resort and recreation features, aside from the remarkable fertility of the lands.

We Make Trips Daily—Come In And Arrange To Go.
Sunday Trips By Special Appointment

BRALY-JANSS COMPANY

320 Pacific Electric Building, Corner Sixth and Main

Home 10026 Main 1371



Build Your Home

—in a subdivision that is famous for its beautiful parks and high-class permanent improvements—where you will find magnificent home places like this already built and building—and where values are bound to rapidly advance.

Beverly Hills

"Between the city and the sea."

HERE you may enjoy to the utmost the delights and advantages of country life—yet with all city conveniences such as rapid and frequent car service, electricity, gas, telephones and pure mountain water.

All public utilities are in the alleys. Streets are broad, winding and palm-lined, with cement gutters, curbs and sidewalks. A complete modern sewerage system has been installed.

Lots are large, ranging in size from 80 to 100 feet wide by 160 to 280 feet deep.

In addition to all of these advantages, perfect climatic conditions and an unsurpassed view of mountains, valleys and ocean—the present low prices and liberal terms, offer a further inducement for you to buy that home place at Beverly Hills now.

MOTOR OUT TODAY—via Wilshire Boulevard or through Hollywood via Sunset Boulevard.

W. M. Garland & Co.

224 I. N. Van Nuys Bldg.

Phones: 10569; Main 569

TRACT OFFICE
At Beverly Hills Station
Phones:
580118; Hollywood 1118.

Founded 1866. Established in Los Angeles 1895
Incorporated under the laws of California 1899

Safe and Available With 6% Interest

—One of the world's leading financiers said recently; "—The *three* essentials of a good investment are *safety, availability and a fair rate of interest.*" This company offers a 6 per cent investment that meets *every* requirement of these three cardinal points!

$14,500,000.00 Paid-in Capital and Surplus

—Money invested with this company will be *safe* because every dollar will be backed, protected and *guaranteed* by over fourteen million dollars paid-in capital and surplus of the Los Angeles Investment Company—the *largest* and *strongest* financial institution in the Southwest as well as the *most successful* concern of its kind in the *world!*

Money Back for 47 Years

—While $1 up to $5000 may be invested for 90 *days* to five *years*, since 1866 NEVER have investors in this company, or its predecessors, *failed* to get their *money back in full* on demand.

6% on Savings

—*every* dollar will earn 6 per cent interest from the day it is *paid in.*

—Begin getting 6 per cent TODAY.

—Call or send.

Los Angeles Investment Company

Broadway at Eighth

Home 60127 — Founded 1866. Established in Los Angeles 1895. Incorporated under the Laws of California 1899 — Main 5067

Do You Want a Farm?

Are You Aware That the Best ALFALFA-PRODUCING LAND IN

SOUTHERN CALIFORNIA

Sells for

$25 to $50 Per Acre

Easy Terms

In the Antelope Valley

80 Miles From Los Angeles

We will give you a deed and wait five years for payment if you will go to work.

The Walter Ransom Land Co.

F2567. 807-09 Trust and Savings Bldg., Los Angeles, Cal.

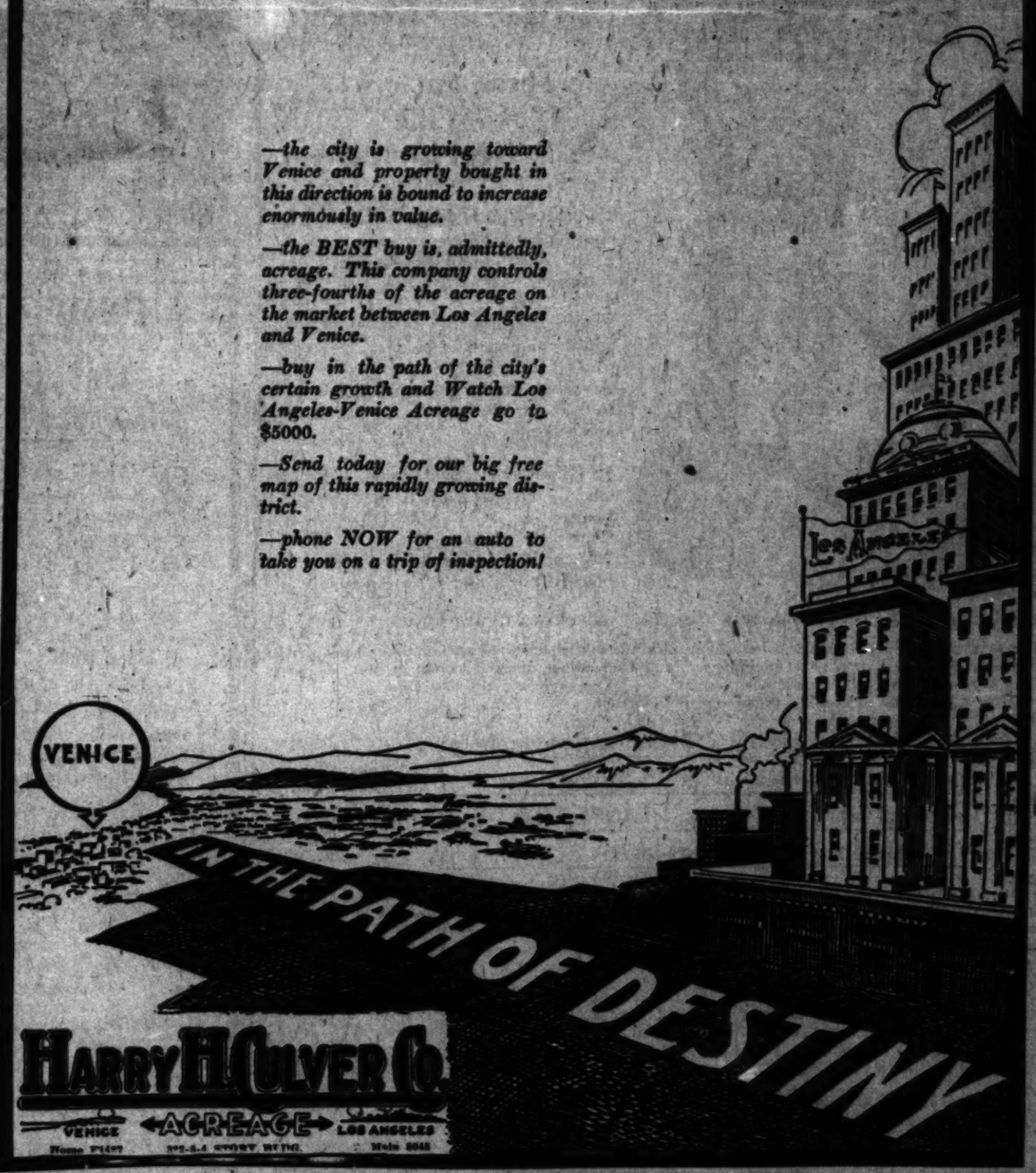
—the city is growing toward Venice and property bought in this direction is bound to increase enormously in value.

—the BEST buy is, admittedly, acreage. This company controls three-fourths of the acreage on the market between Los Angeles and Venice.

—buy in the path of the city's certain growth and Watch Los Angeles-Venice Acreage go to $5000.

—Send today for our big free map of this rapidly growing district.

—phone NOW for an auto to take you on a trip of inspection!



HARRY H. OLIVER CO.

VENICE ACREAGE LOS ANGELES

Home F1477 — 202-3-4 STORY BLDG. — Main 2045

Announcement of Dividend

Notice to Stockholders:

A dividend will be paid by this corporation

April 15th

Call for your dividend checks on or after date named.

STANDARD BUILDING INVESTMENT CO.
340 So. Hill St.

Main 563 — F3509.

GREAT NORTHERN RAILWAY

BEST ROUTE FOR
Washington-British Columbia-Montana and
ALL POINTS EAST
IT COSTS NO MORE ON ONE-WAY TICKETS
J. W. Phalon, T. F. & P. Agent, 606 So. Spring St.
Tel. Broadway 1216, Home F1304.

"An Investment backed by a farm."
Alfalfa Farming & Dairying Co.
"Co-operative Profit Sharing Farming"
629-630 Higgins Building
Los Angeles, Cal.

BUY BEFORE THE RISE.
STOCK
New 50c per share.
Advance to 60c per share soon.
HOME-SEEKERS' BUILDING CORPORATION,
702-3 Higgins Bldg., 166 W. Second
A3132 — Broadway 39

Start Spring Activities.

(Continued from Eleventh Page.)

Company is attracting great attention in the East as well as here. At the main shaft of the company the new surface plant is installed, the new surface plant is installed, the ing from the bottom, a depth of 850 feet, having been completed. The plant that has been secured by Manager T. F. Manning includes a sixty-horse power electric hoist, with a motor of like efficiency, 100 feet of one-inch cable and all other accessories. The hoist is the one used by the Consolidated in sinking the Grizzly Bear shaft to a depth of 1400 feet and is in excellent condition.

Other parts of the plant that will be installed shortly are the compressor and pumping plant, and with the resumption of sinking, which will be continued to the 1000-foot level, machine drills will be used. The purpose of the Oro's development work is to pick up the extension of the Consolidated's vein system. That the public has faith in the result of the development work is shown by the fact that the Oro stock has trebled in value in the past two months. The company is financed for the entire campaign mapped out.

An important discovery in this district during the week was made in the property of the Jumbo Extension. On the 960-foot level an ore body was encountered fifteen feet wide, that assays $55 per ton. It is an extension of a vein that the management has been seeking.

The announcement was made today that the Florence Goldfield will at once put two shifts of miners at work and will ship its product to the mill now used by the Jumbo Extension Company at Bonnie Clare. The Florence has been practically idle for some time while the property was thoroughly sampled by an expert mining engineer.

Judge Richard S. Miner of Goldfield left for Los Angeles yesterday to consult with the District Attorney in regard to the water rights suits brought against the city of Los Angeles by the counties of Mono and Inyo. He has been retained to assist in all the cases in which Los Angeles is interested. Deputy City Attorney F. N. Robinson was here last week to secure the services of Judge Miner. Miner is an old-time Bodie, Cal., man and is erstwhile known as "Bodie Dick."

Producers of lead and zinc in Nevada, Colorado, Idaho, Utah, Montana, Arizona, and New Mexico will meet in conference in Salt Lake City next Thursday to consider means of preventing the threatened reduction of the tariff on these two metals.

The Los Angeles people operating the Five Bears copper mine, near Greenville, have arranged for the resumption of activities early in April. The Angelenos are working the mine under a five-year lease, with the privilege of acquiring it at the end of that period. The Five Bears is considered one of the richest properties in the Plumas copper field and last year's developments demonstrated a large body of high grade ore. The material is concentrated at the mine, and the concentrates are shipped to the Selby smelter. It is reported the management has outlined a vigorous campaign and will proceed with the development of the mine on a broad scale.

The yellow peril seemingly has invaded the Tuolumne mining field. A syndicate of Japanese capitalists recently acquired the Gold Spring Cottage mine, near Sonora, and are going ahead with vigorous plans for developments. The five-stamp mill and steam hoist of the Kanac Mining Company has been purchased and removed to the Gold Spring Cottage, and it is planned to have the stamps in action at an early date. Examination of the mine was made by five young Japanese mining engineers, and it is rumored that the Orientals have other properties under consideration.

The advent of the Japanese capitalists into the local mining field has given birth to considerable speculation from both the mining and labor standpoint. It is presumable that the Orientals will employ their own countrymen, and the invasion of the gold mining industry by Japanese laborers will not be viewed with entire friendliness by the mining fraternity. Consequently the outcome of the venture by the Japanese syndicate is awaited with more than ordinary interest.

The noted old Longfellow mine, in the Big Oak Flat section, is rehabilitated. East and west drifts will be shortly started from the 500-foot level and the shaft will also be sent deeper. The ore-bins are nearly filled with quartz from the upper levels, and the mill is rapidly placed in shape for operation. Twelve men are at present employed, but many more will be engaged within a short time. R. J. McCann is superintendent.

The G. B. mine, a mile south of Randsburg, is coming to the front as one of the stellar propositions of the district. Arrangements have been made for the erection of a dry-crushing and cyanide plant, with William J. Cayzer, the Los Angeles metallurgist, in charge of the work. On the 225-foot level a 30-foot vein has been developed sufficiently to demonstrate its excellent character. Several assays indicate an average value of about $10 per ton. The ore is stated to be ideal for cyaniding, and the Los Angeles owners appear on the eve of winning good profits from the mine.

The Enterprise mine, near Grub Gulch, a famous Madera property, lately passed into the hands of L. R. Johnson, the noted capitalist, and operations have been resumed. A small force has been put at work, and good ore is opened. Johnson expresses decided satisfaction over the outlook, and it is believed the Enterprise will again develop into a noted gold yielder. Like many other properties it has been largely handicapped by lack of financial strength in past years, but shows every promise of making good under energetic management. The successful operation of the Enterprise is expected to lead to reopening of other properties in the vicinity and developments are awaited by other owners with considerable interest.

Spat Riches.

(Continued from Eleventh Page.)

to cause local explosions in the deposit that will eject a part of the material, leaving funnel-shaped hollows. In some cases these explosions may be violent enough to alarm the people, but will result in no important damage."

The volcano at present gives no evidence of activity except the smoke that slowly arises from the crater from time to time. The inhabitants of Zapotlan and other towns who fled in terror during the recent outburst have returned to their homes. Besides the sand that fills the gulches leading from the summit of the volcano the material gold and silver laden material covers a vast scope of territory to a depth of one to two inches.

W. D. HORNADAY.

SMELTER CLOSES DOWN.

Pioneer Plant Will Seek to Reduce Cost of Treating Low-grade Ore Products.

[Special Correspondence of The Times.]

TUCSON (Ariz.) 4.—Last Friday the Pioneer smelter was closed down for sixty days, during which time about $3000 will be spent in improvements around the furnace, designed to cheapen the cost of handling slag and matte. It is possible also that the company will install a reverberatory furnace very soon.

The controlling company is in process of reorganization, but it is denied that this change will affect in any way, save for the better conditions in the mining district south of Tucson. A. L. Waters, general manager of the company, states that development is keeping well ahead of stoping in the several mines of the Twin Buttes Company, from which most of the ore has been coming. The King mine of the Twin Buttes Company is shipping 100 tons of high-grade zinc ore a week to Iola, Kan., from a vein seven feet wide, averaging 40 per cent of zinc.

A large quantity of machinery has been shipped to Pearce for installation on the property of the Commonwealth Extension Company, including equipment for a hoist on a new shaft which will be sunk to 400 feet of depth.

In the Superior Court at Tombstone is heard a suit of George R. Hemphill against the Leadville Mining Company, the plaintiff claiming $60,000 as commission from the sale of the property to Fuller & Near.

A core drill is to be started at once on the property of the Float Gold Amalgamating Company, a few miles north of Nogales, and an expert drill man has been secured for the work from Los Angeles.

Patagonia has become one of the most important ore shipping points in the Southwest, shipments from the Three R mine alone, averaging over 100 tons a day. The miners are petitioning the Southern Pacific Company for the erection of large ore bins at the Patagonia station.

La Fortuna Farms

Do You Support a Home?

Why not make the home support you? A magnificent 5-acre estate at La Fortuna Farms will be a source of income, and costs no more than a bungalow in the city, which is a constant expense.

$500 PER ACRE—EASIEST TERMS

Let us show you these beautiful country homesites.

Aronson-Gale Company
505 Herman W. Hellman Bldg.
10989—Main 5916

SALES AGENTS:

L. N. Cleveland, 814 H. W. Hellman Bldg.
Provident Investment Co. 617 So. Hill St.
A5372—Main 116.

Resources $1,830,730.47 Statement Issued January 31, 1913 Surplus $618,742.46

"Home Builders"

Buy Stock Now

Buy this week. Do not put it off too far, because "Home Builders" stock will be all sold ere long at the rate it is being subscribed now. The Company will move into its new building at 8th and Spring and Main (the "Mainspring" site) with its entire common stock subscribed. Are you going to be one of these stockholders?

You are putting your money into a company whose profits last year amounted to $219,308.79. After paying its four regular cash dividends and expenses, it put $89,555.21 of that profit into surplus fund. In other words, after giving its stockholders a good cash earning it retained more than one-third of its profits to increase its working capital.

"Home Builders" always puts the premium on stock sold into surplus. It has done so ever since it started—because that, with the par value paid by the stockholder, is his direct contribution to working capital.

Extra 10% Dividend Soon

This will be in addition to the Regular Cash Dividends paid every 3 months

"Home Builders" stock is a good buy at any time. It's a better purchase now because just as soon as the sales reach 900,000 shares (only about 175,000 shares left) "Home Builders" will declare an extra 10 per cent dividend payable in stock.

In place of passing out promotion stock when it was organized "Home Builders" will wait until its stockholders' list is complete, when it will make a nice little gift of 10 per cent in stock.

You want to get in on this distribution, don't you? It is a nice ripe melon cutting you're entitled to a piece of—"Home Builders" stock is the best stock investment in the city today.

Get "Home Builders" Financial Statement at Once. Compare Its Net Profit Earnings With Others—Buy This Stock Before It Is All Sold—Act Now

You can satisfy yourself as to "Home Builders" financial strength by getting its sworn statements. These show the standing of the company. You can see from the Financial Secretary's recapitulations for the past year, made for the information of the investor and stockholder, the exact sources of earnings and the distributions of these profits. These statements are worth having and studying. You are invited to get them and compare with any other investment offered you. Buy "Home Builders" stock now, before it is too late.

"Home Builders General Agency"
"Selling Agents for "Home Builders"
129 South Broadway
Ground Floor Mason Opera House

Work of clearing the site for the 14-story skyscraper at 8th and Spring was begun Tuesday—Stock will all be sold before the new home is completed—"Home Builders" invites you to become a stockholder now.

(A Busy Corner—In the Repair Shop of Consolidated Garage Co.)

Is Your Money Earning 25 Per Cent?

If not, clip the coupon and mail to us. You will hear of a *safe* investment of extraordinary interest to you. Shrewd, experienced investors are taking this up rapidly—only a few more can get in. It is worth while to investigate the proposition of a reliable, well-established business firm which is *now earning the profits* to pay you $25.00 in yearly dividends on each $100.00 you invest.

Send me, without charge, full particulars of your investment proposition.
Name .....
Street .....
City .....
Times 4-6-13

Consolidated Garage Company
503-4 Union Oil Building
LOS ANGELES

Carl Nelson
CUSTOM BOOTMAKER
347 So. Spring · Room 401

Stoll Bros.
Fresh
Bulk Coffee

Shields & Orr
TAILORS
201 Delta Building
Make the Best $35 Suit in the city
New Spring Styles

Sunset Beach

The Cream of the South Coast

One Opportunity In Ten Thousand

Los Angeles might well be styled a City of Great Opportunities. The city is growing by leaps and bounds.

The sky line is constantly being broken by new and imposing buildings, each one greater than the one before. Land values are steadily going up, and we are predicting that the city will reach the 1,000,000 mark in 1920, and one day stretch from the foothills to the sea.

But with all these happenings there are always some opportunities to make money that overshadow all others. On their face they bear the earmarks of greatness.

And it is to tell you of ONE OPPORTUNITY IN TEN THOUSAND that this advertisement is written. We hope you will read it carefully and act on its suggestions.

A Little Ancient History

The man who laid out Long Beach when it was a sheep pasture is still living, hale and hearty, in the home he selected for himself on Ocean Avenue, in that beautiful city.

He values his lot today at $75,000. Its demensions are about 75x100.

A few days since a quarter of a block was sold in Long Beach for $125,000 that cost originally $700 about 18 years ago.

Hundreds of such cases might be cited in other Coast cities—but these two we cite in support of the story we are about to tell, to prove that land values in beach property can only go one way—viz., up, and propose to show that what has been done once will be done again, perhaps in large measure—for we are in the midst of one of the greatest land movements ever recorded in the history of real estate. Vast fortunes have been made and will be made again in Southern California land, for the eyes of the world are focussed upon California—and by California we mean that section known as Lower California—the Southland, where the sun ever shines on a happy and prosperous people.

The Birth of a New Era

The reason we started this story with the history of Long Beach is that there is a parallel to be drawn between Long Beach and another beach on the South Coast, a new-born sister to the older one which has made history and fortunes for those who staked their interests upon her future so many years ago. History will again repeat itself.

Here follows the story of Sunset Beach, which lies to the south of Long Beach a few miles and which is bordered on the east by the waters of Anaheim Bay, and on the west by the Pacific Ocean. The story will be an interesting one and will make profitable reading.

UNUSUAL ATTRACTIONS OF SUNSET BEACH.

Sunset Beach has certain attractions that none of the other beach cities possess. The strand, to begin with, is one of the finest on the whole coast. A gently sloping ocean bed, without holes or undertow, making it an ideal spot for safe surf bathing.

In addition a series of lagoons and bays of still water lie along one side of the townsite, and wind in and out the back country for miles, where vast flocks of ducks are to be found through the winter months.

The man with his motor boat can hunt and fish in these lagoon waters to his heart's content.

Great beds of oysters, as fine as are to be found anywhere on the Atlantic Coast, are to be found along these inland waterways—together with halibut, flounder, surf, yellowfin, mullet and other varities of game fish, which are to be had for the taking. It is a sportsmen's paradise—and will continue to be for years to come, as the tides rise and fall at Anehim Bay, bringing in fresh supplies of fish daily, and making the lagoon waters clear and free of any suggestion of stagnancy; in fact, the waters in these lagoons and bays are constantly moving. The supply of drinking water is the best, the water being clear as crystal and the supply inexhaustible. Pure drinking water is a wonderful asset to a town. Prof. Laird P. Stabler, Professor of Chemistry U. of Southern California, has furnished an analysis of Sunset Beach water. He describes it as "Fine water."

A Host of Attractions

In summing up the natural attractions of Sunset Beach we find she has all that other beaches have, and in addition a long list that none of the others have, and it is therefore in order to predict that when the extensive improvements are completed, which are in contemplation by the owners, Sunset Beach will indeed be "The Cream of the South Shore" and a place of residence without a rival from one end of the Coast to the other—both in winter and summer.

Improvements To Be Made

The scheme of improvements and betterments contemplated by the owners of Sunset Beach call for a lagoon from 70 feet to 240 feet wide, running the whole length of the property, with a depth of five feet its entire length at low tide, and about 10 feet at high tide. Along one side, we are informed by the engineers, will run the great Ocean Boulevard from Santa Barbara to San Diego, for which the survey has already been made, and the work will be done either in connection with the good roads to be constructed by the State under the $18,000,000 bond issue, or by measures to be adopted by the Coast communities under the personal direction of the Supervisors of Orange County.

This boulevard in itself should double the value of the property as a whole.

Fine Transportation Facilities

The transportation facilities afforded by the Pacific Electric give us an hourly schedule on "Flyer" trains to Los Angeles in 45 minutes—a charming ride through an interesting country and along the ocean front.

Water transportation by way of Anaheim Bay, where there is a depth of 30 feet, will place us in touch with the world, through the Panama Canal.

We shall have a straight stretch of canal and lagoons of a mile and a half, from 70 feet to 240 feet wide, where boat races and other aquatic attractions may be indulged in during the season—the whole course in time to be lined with beautiful homes of Venetian architecture.

These are not dreams of fancy, for the work of straightening the lagoons has already been begun; stakes are driven and it is the desire of the company that it will be pushed to completion as rapidly as possible.

Nature has done much for Sunset Beach—and it only remains for us to finish the work she has begun—the task being a comparatively simple one, when the necessary money is in hand to carry it forward without any delay to a successful conclusion.

And with this we enter upon the closing chapter of our story.

A "Charter Member" Offer

No doubt you have had many opportunities to buy what is known as the Beach property.

And those who did so, when the property was first offered, have made great sums of money—on the natural rise of the property.

But have you ever been offered a block of stock in the company owning the property?

Were you ever invited in to participate in the enormous earnings sure to accrue to those who were the original owners of the property?

We invite you to join with us.

Not that we have much stock to offer, for we have not. We have raised by private subscription a sum almost sufficient to finance the proposed work—but not quite enough, and time presses.

We have over 700 lots to sell this summer, and the time is ripe to put this subdivision on the market. Beach lots sell best in summer.

And to quickly close the sale of the remaining shares, we open our books tomorrow, Monday morning, and offer a limited allotment of our treasury stock (par $1.00) AT 75c PER SHARE, reserving the right to close the books at any time we may elect—and without notice.

The entire proposition is as clean as can be, and the most rigid examination of our plans is invited.

No subscription for less than 100 shares will be accepted. And all shares are to be sold for cash.

As we said in the beginning, it is One Opportunity in a thousand to make a great deal of money, and to be quickly taken up.

If you are interested, our advice is to come right in, write or wire your reservation.

The allotment at 75c per share should be largely oversubscribed.

Should you desire further information it will be cheerfully furnished by one of the officers of the company.

Opportunity in this case is only another word for action.

NOTE—Our offices will be open evenings until 9 p.m.

THE SOUTH COAST IMPROVEMENT CO., (Inc.)

Hugh M. Smith, President; G. G. Graves, Vice President; Dr. A. T. Arthur, Secretary-Treasurer

OWNERS OF SUNSET BEACH

910-911 Central Building, 6th and Main Streets, Los Angeles

Sunset Main 1560 **F4536**

COUPON

I want full and complete information of your project from one of your officers.

Name .....

Address .....

City ..... State .....

The Pink Sheet—Sporting Section.

The Leading Events IN THE DOMAIN OF SPORTS.

Los Angeles Sunday Times

Part VII: 14 Pages ROUND-UP OF THE WEEK.

XXXIInd YEAR. SUNDAY MORNING, APRIL 6, 1913. In the Van: [illegible]

Here Is a Chance.

TIMES MARATHON MAY DEVELOP OLYMPIC STAR.

More Competition Needed in America in Long-Distance Running—Dark Horses Always Winning Local Events, but After Good Start Give Up the Sport. Rey and Zeyouma Look Like Comers.

BY AL G. WADDELL.

AMERICA'S next Olympic Marathon champion may be unearthed in Southern California. The runners are here, waiting to be discovered and developed, until they can be rated as contenders for the world championship title.

The Marathon game in this section is but in its infancy. Every race which is run off in Southern California brings out new runners, and invariably some unknown individual comes to the front as a winner, or creates a sensation by running one of the veterans off his feet.

In The Times Modified Marathon last year the best distance runners on the Pacific Coast came together, but a little Hopi Indian from the Sherman Institute at Riverside won the event. Philip Zeyouma was the boy's name. At the start probably no one, with the exception of Joe Shoulder, had any idea that the little Indian would do better than fifth or sixth place.

A DARK HORSE WINS.

With such men as Peter George and George Haggart of the Los Angeles Athletic Club, Paul Westerlund of the Olympic Club and Dick Lee of the Pastime Athletic Club of San Francisco in the race, the chances for anything better than fifth place seemed to be absolutely hopeless to a good many seasoned veterans who had won Marathons in the South during the previous seasons.

Zeyouma's victory was not only a surprise to the great field of runners but a hard blow to Westerlund, Lee and George, but a great boost for the sport.

Marathoning is a precarious sport in most sections of the country. One year it will be popular and races will be run off in many sections, bringing out a great amount of new talent. Perhaps the very next season the sport will be dead, and the runners, who started the season previous, will give up the sport for all time.

The climatic conditions of Southern California are ideal for Marathon running, and there is no place in the United States where the sport has enjoyed such a steady and rapid development.

Albert Rey, Zeyouma's running mate, also an Indian, is entered for the second annual Times Modified Marathon, April 19, and there are many who pick him to beat Zeyouma by a comfortable margin. Rey won the last Los Angeles Athletic Club Marathon, and it is upon his showing in this race and the Pasadena-to-Los Angeles race last spring that the followers of Marathoning base their belief that he will not only win The Times race this season, but establish a new record, which will compare favorably with any made in the country during the season.

Rey and Zeyouma are not only gifted runners, but they are well-trained by Joe Shoulder along scientific lines, for their favorite sport.

In addition to Zeyouma and Rey there are a number of other Indians coming down from Sherman to compete in The Times Modified Marathon and the performances of these new birds will be watched with interest.

Rosaugh Fisher, a local lad of 17, is one of the most promising Marathon runners discovered in the south for some time. Notwithstanding this boy's youth and lack of experience in Marathoning, he has made a wonderful showing in the two races, which he has competed in during the past year, and great things are expected of him in the coming Times Marathon.

COMPETITION NEEDED.

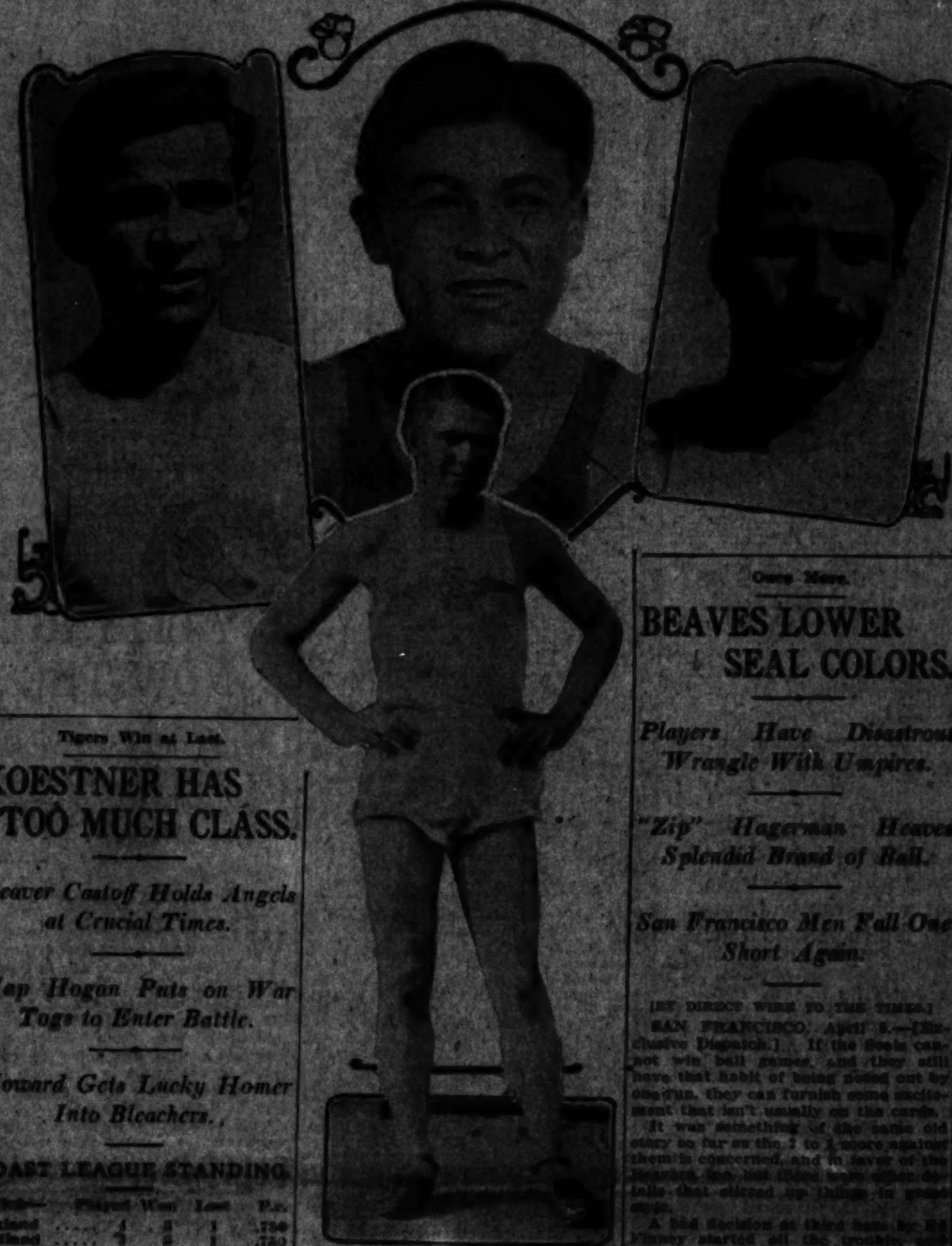
Every city is full of tough little fellows who can stand just so much and who can run just so fast. Sometimes one of these will be taken hold of by a good trainer and nursed up to the place where he can compete with the best distance runners in his section. But lack of competition soon proves the undoing of such made-to-order Marathoners.

The foreign Marathoners are men who run all the year around. They make a business of running and are schooled to stand the strain of a race every other day, if necessary.

The American Marathoner runs perhaps once or twice a year. It is a hard strain on him to get into

(Continued on Ninth Page.)

"Some of the Times Marathon Headliners."



Stars of the Road,

Who are entered in the second annual Times Modified Marathon, which is to be held April 19. Above, from left to right, George Haggart, Los Angeles Athletic Club; Philip Zeyouma, Sherman Indian Institute, winner of the event last year, and G. Calligaros, Western Athletic Club. Below is Phil Henderson, U.S.C., the first college man to enter for the race this year.

Tigers Win at Last.

KOESTNER HAS TOO MUCH CLASS.

Beaver Castoff Holds Angels at Crucial Times.

Hap Hogan Puts on War Togs to Enter Battle.

Howard Gets Lucky Homer Into Bleachers.

COAST LEAGUE STANDING.

Clubs—	Played	Won	Lost	P.c.
Oakland	4	3	1	.750
Portland	4	3	1	.750
Los Angeles	5	3	2	.600
Venice	5	2	3	.400
Sacramento	4	1	3	.250

YESTERDAY'S RESULTS.

Venice, 5; Los Angeles, 3.
Portland, 2; San Francisco, 1.
Oakland, 6; Sacramento, 0.

BY AL G. WADDELL.

Elmer Koestner, the ex-Portland pitcher who with "Spec" Harkness was picked up from the discard by Hap Hogan, won his stripes as a Venice Tiger yesterday afternoon by working through a session which closed with the figures reading 5 to 3, and the Tigers in front.

Eight hits of varied dimensions were secured by the Angel tribe. "Babe" Driscoll, who represented Dillon's box department, was laced for only seven safeties. Page, Ellis, Howard and Brooks were the heavy men with the club for Los Angeles and each got two "average helpers;" but their clouts were poorly timed for run getting. The Tiger hits were more evenly divided among Hap's employees and paid a greater dividend.

This second victory puts Venice in the running for the series and the Tiger chief predicts two straight wins today.

HAP IN ACTION.

Hogan got into action behind the bat yesterday. He carved out a service report which showed one hit and a sacrifice out of three times up, an assist, two put-outs at the plate, a smothered high foul and no errors.

"Rowdy" Elliott, the pocket edition of Hap Hogan, was out in a suit and put up a comedy performance on the coaching line in opposition to Cap. Dillon. The "Rowdy" should be able to handle the goat-getting situation even after Hap has been sent to the clubhouse and there is sure some strenuous labor in store for the old soldiers of the league who are called umpires.

Venice jumped into the lead in the first inning with two runs. Carlisle grounded out to Gill. Kane got on when he stopped Driscoll's beave with his anatomy. Hayless singled to

(Continued on Eleventh Page.)

CHANCE DEDICATED.

BROOKLYN, April 5.—[By A. P. Night Wire.] Twenty-four thousand fanatics saw the Dodgers dedicate the "Peerless Leader" and Ebbetts Field today by winning a frantic combat 3 to 2.

Stengel and Daubert made flukey home runs in the fifth and sixth rounds, and in the ninth the Yanks tied it up. Fisher then weakened and Smith drove Wheat over with the winning run. Chance played brilliant ball on first and drove out two hits.

Once More.

BEAVES LOWER SEAL COLORS.

Players Have Disastrous Wrangle With Umpires.

"Zip" Hagerman Heaves Splendid Brand of Ball.

San Francisco Men Fall One Short Again.

[BY DIRECT WIRE TO THE TIMES.]

SAN FRANCISCO, April 5.—[Exclusive Dispatch.] If the Seals cannot win ball games, and they still have that habit of being nosed out by one run, they can furnish some excitement that isn't usually on the cards.

It was something of the same old story so far as the 2 to 1 score against them is concerned, and in favor of the Beavers, too, but there were other details that stirred up things in great style.

A bad decision at third base by Ed Finney started all the trouble, and when President Baum's double umpire system had wound up the performance, Catcher Walter Schmidt, Manager Del Howard and Infielder Harry McArdle, were on their several ways to the clubhouse, with fines in the aggregate of $75 posted against them, with the Seals threatening all sorts of vengeance at the breaks of the luck. Also, there was a protest from Howard based on Schmidt's involuntary retirement.

Manager Del intimates that being nice to the umps is a plan that has its drawbacks and he lets it be understood that he is willing to do a little "riding" on his own account in the future.

M'ARDLE GETS HIS.

When affairs had quieted sufficiently, after the row with Howard and Schmidt, the Seals went to bat. McArdle didn't like the strikes that had been called on him by Phyle. What he said to the indicator man cost him $5 and for throwing his bat away he was taxed another gold piece, as well as told that he needn't stay any longer on the diamond.

After this spell of aggressiveness,

(Continued on Second Page.)

Gay Pageant on Streets of Yuma on Direct Route of Ocean-to-Ocean Highway.

Below stretch of road in Arizona lined with palms, which would be a portion of new transcontinental route in Arizona, and W. J. Morley, the man who is boosting for a road through the Gila Valley from Yuma to Phoenix.

Mooted Question.

SHALL WE HOLD SANTA MONICA RACE THIS YEAR.

Ralph Hamlin, Father of the Classic, Proposes Annual Contest and Is Seconded by Harmon D. Ryus. Stadelman and Shader at Beach End Look Favorably on Proposition—Purse Must Be in Bank First.

BY BERT SMITH.

RALPH HAMLIN, agent for the Franklin, favors holding the Santa Monica road race this year. The winner of the Los Angeles to Phoenix race was the originator of the Santa Monica classic and selected the course over which more world records have been smashed than on any other automobile speedway. When the other members of the committee favored another course Hamlin stood pat and won. Now Hamlin wants to make the race an annual classic.

As a result of his minority report made in 1909 to the Automobile Dealers' Association, it was decided to hold the race, and Leon T. Shettler managed the meet. The Apperson Jackrabbit smashed all American road race records on July 10 of that year. Harris Hanshue drove the winning car. It was a great race with a fine entry list.

The following year the race was held again and Teddy Tetzlaff, in the Lozier, carried away the purse and also smashed a world record in both the heavy and free-for-all dashes. Dick Ferris managed the meet and the attendance was also a record-breaker. The contention of Ralph Hamlin that this was the fastest course in the world was again emphasized.

In 1911 the race was held again and was won by Harvey Herrick on the National. Another world record. This year A. M. Young of the Automobile Dealers' Association managed the race and returned a profit of $1500, after all expenses were paid. This was one of the biggest races ever held in the West, as the entry list included some of the best-known drivers in the game.

Then on May 4, 1912, the last Santa Monica road race was held and once more Young was chosen to manage the meet. This race was a great success, all but the financial end of the proposition. Manager Young had arranged to collect from the spectators and at the last moment the committee at Santa Monica decided to tear down the barriers and let everyone in free. Enough money, however, was collected in the grand stands and with the entrance fees to pay a purse of $3500 which had been promised. This race was a great success, as it drew some of the greatest drivers on earth into the lists.

Once more Ralph Hamlin's contention was verified by the world record of 78.52 miles, made by the Fiat. This record stands and perhaps will stand until another Santa Monica road race is held. But the aftermath of this race in which A. M. Young manager, Roy P. Hillman, referee, and Attorney R. G. Kuster were disqualified by the Automobile Association of America, started a controversy which threatened to disrupt all racing rules.

As a result of the misunderstanding arising from this race, Chairman William Schimpf, of the contest board of the A.A.A., is in this city today. Now that peace seems possible and a readjustment of all differences is likely, talk of another Santa Monica road race, of the Los Angeles-San Francisco road race, of the Corona speed battle and the Bakersfield race, is of interest.

Honor to him where honor is due. Hamlin is the father of the Santa Monica road race. A. M. Young is the premier manager. The race is one of the greatest ever held, but it cannot be held again unless the purse is raised before the cars are started and until the finances of the meet are assured.

Get a manager. Pay him a salary. Put the purse in bank. Let Santa Monica pay for the biggest advertisement ever handed to a city and the race will be a success. Carl Shader and Carl Stadelman urge the committee of the Bay City to handle the meet. They know what is needed and with Chairman Hamlin and Harmon D. Ryus of the Dealers' Association to advise with them, there is no reason why this race should not be held, but the finances must be assured.

Let there be no bickering or strife. No sad aftermaths. No fault-finding. Put the proposition up to the manager of the race and let the committee be responsible for the breaks or near breaks. If the race is to be held, settle all differences beforehand. The Santa Monica road race is a classic and now it is up to the committee to keep up the standard that has been set in previous years.

WILLIAMS BEAT SOUTER.

Champion Racquet Player Has Little Difficulty in Beating American in First Seven Games.

[BY A. P. NIGHT WIRE TO THE TIMES.]

LONDON, April 5.—Charles Williams of London, the world's racquet champion, today beat Jack Souter of Philadelphia, the American challenger, in the first half of the home and home match for the championship title.

The scores: 6-15, 15-12, 15-11, 15-10, 9-15 and 15-8 in favor of Williams. The conditions of the championship were that a series of seven games should be played on a London court and seven at Philadelphia. Each player deposited a stake of $2500. The second half of the match is to be played in Philadelphia.

Trout Fishermen report limits taken the opening day.

Water clear and not too high.

Don't wait until the big ones are all gone.

Ask us, we will give you the right information. Where to go and what to take with you. Trout outfits from $1.75 up.

Bathing Suits Just Arrived.

Tufts-Lyon Arms Co.
428 South Spring Street.

Dyas Cline Co.

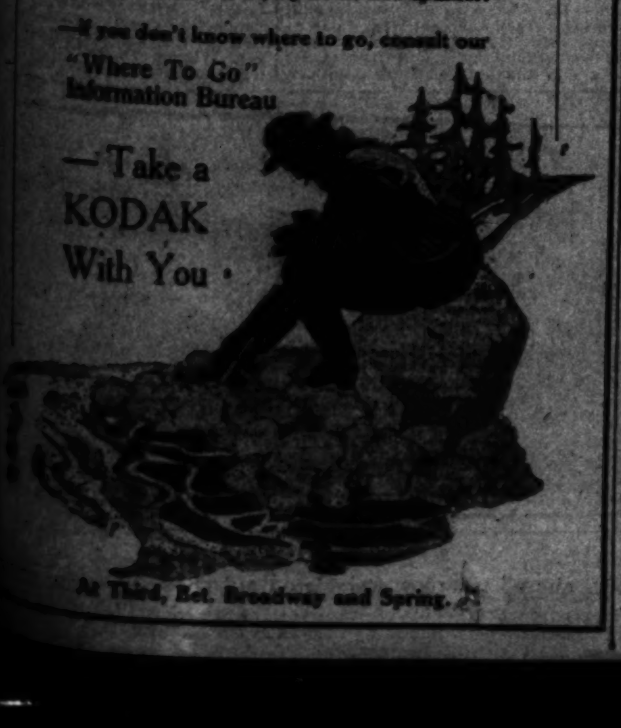
—Our Trout Tackle Gets 'Em

—Trout season is now open. Don't wait till the last minute to go—get ready now.

—It's not expensive. Complete trout outfits can be purchased as low as $4, including rod, reel, line, flies, hooks, bait, leaders, creel, split shot, fly book and spinner.

—If you don't know where to go, consult our "Where To Go" Information Bureau

—Take a KODAK With You



At Third, Bet. Broadway and Spring.

Packard Left Drive 1438

In the smaller six-cylinder Packard, left drive reaches for the first time its ultimate development.

In addition to our positive electric self-starter, we have placed all controls on the steering column. This exclusive arrangement means complete mastery of the car from the driver's seat.

Electric lighting and separate Bosch high tension magneto ignition

This combination of features is to be found only in the Packard "38." In the essentials of convenience and comfort, this car is the criterion of the present and an assured standard for the next two years.

Early dates of delivery are being allotted impartially
CATALOG UPON REQUEST

California Motor Company
EARLE C. ANTHONY
Tenth and Hope

R.C.H

$985 f.o.b. Los Angeles

Dollar for Dollar You Cannot Equal It

The R.C.H. creates its own class. Dollar for dollar you get more for your money than in any other make. It is one, large, roomy, easy riding and powerful touring car at a fair price.

If you contemplate the purchase of a motor car, no matter at what price, you owe it to yourself to investigate the new R.C.H.

It is the most economical of fuel of all low-priced cars, most owners getting from 20 to 25 miles per gallon of gasoline, while some owners report as high as 33 miles per gallon.

It is exceptionally roomy, the body seating five average persons comfortably and having full width doors so that passengers can get in and out comfortably. Front seat is 38½ inches wide, rear seat 43½ inches wide.

It has left side drive with center control, enabling the driver to have better view of traffic conditions and permitting of entry to the front seats from the curb instead of from a muddy or dusty street.

It has an unusually quiet motor—3¼-inch bore with 5-inch stroke (long stroke) which can be throttled down on high speed to four miles per hour.

It has more drop forgings than any other car at any price, 244 drop forgings being used in its construction.

Cars for Delivery

H. O. Harrison Company
1323-27 S. Flower St.
Los Angeles, Cal.

Beavers Lower Colors.

(Continued from First Page.)

the Seals promptly subsided and did what they have been doing right along—lost out.

Getting down to the game itself, it was a case of San Francisco being up against some tough pitching at the hands of "Zip" Hagerman. The giant twirler let the locals down with just two hits and might have scored a shut-out save for a passed ball on Spencer.

Phil Douglass had a good day in his starter for the locals and his pitching was deserving of a better fate than a loss. He was touched for two hits in the first inning, which, together with a passed ball, cost him a run, and the other and winning tally came largely on an error of Cartwright, who had an unfortunate afternoon around third.

The Western League recruit fanned nine men in eight innings, and allowed but five hits, which is a good performance in itself. Score:

PORTLAND.

	A.B.	R.	B.H.	S.B.	P.O.	A.	E.
Chadbourne, lf	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Fitzgerald, rf	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Lindsay, 3b	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Rodgers, 2b	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Krueger, cf	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Derrick, 1b	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
McCormick, ss	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Berry, c	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hagerman, p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Totals	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

SAN FRANCISCO.

	A.B.	R.	B.H.	S.B.	P.O.	A.	E.
Mundorff, rf	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
McArdle, ss	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
McCarl, 1b	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Johnston, lf	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Zimmerman, cf	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Corhan, ss	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cartwright, 3b	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Spencer, c	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Douglass, p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Howard, x	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hughes, p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sepulveda, c	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Totals	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

x—Batted for Douglass in eighth.

SCORE BY INNINGS.

	1	2	3	4	5	6	7	8	9	
Portland	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Base hits	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
San Francisco	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Base hits	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

SUMMARY.

Two runs, 5 hits off Douglass in 8 innings; charge defeat to Douglass.
Sacrifice hits—Fitzgerald, McArdle, Hagerman, Cartwright.
Bases on balls—Off Hagerman, 3; off Douglass, 2; off Hughes, 1.
Struck out—By Hagerman, 6; by Douglass, 9; by Hughes, 1.
Hit by pitcher—Berry, by Douglass.
Double play—Rodgers to Derrick.
Passed balls—Spencer, Berry.
Wild pitch—Hughes.
[illegible]
Umpires—Phyle and Finney.

TOURAINE SIX NEW MODEL ON MARKET.

Y. R. Del Valle has taken the agency for the Touraine Six. This is one of the high-grade low-priced six-cylinder motors that has already made a hit in the East. For some time Del Valle has been looking over the plans and specifications of this car, and he has decided that the Touraine will reach a large market.

"This is a high class car," said Del Valle, in speaking of the six. "You may have heard that I have taken on the Touraine Six in connection with the Detroiter. The car seems to be about right, and I expect to make a strong bid with the new model. There is nothing to find fault with in this new six-cylinder car.

"The Touraine Six claims the distinction of being the first real quality six built at a moderate price. It has just made its appearance in Los Angeles, and will be represented by me in connection with the Detroiter line at No. 1812 South Grand avenue.

"The beauty and symmetry of design, luxury and elegance of finish, and superior quality of construction and material seem to fully justify the claim to exceptional value in this latest creation. And from what we know of the gentleman representing it, the job is right, or he would not be back of it."

McClay & Black have removed from Los Angeles and consequently the fast motorboat Del Rey will not be in commission this year.

Packard 14-48, one of the handsomest touring cars of the new season.
In the tonneau, E. E. Caister, and with his hat off, Earle C. Anthony, the Packard agent. The boy at the wheel, [illegible] has demonstrated more Packards than any other automobile chauffeur in Los Angeles, is Tommy [illegible]. The car is in front of the entrance to the Packard home at Tenth and Hope streets.

Everything Lovely.

BAY CITY ROAD RACE IS NOW THE DRAWING CARD.

Heavy Purse for the Greatest Road Race of History. Committee Lauds Work Already Accomplished and Plans a Schedule Which Will Mean Much to Motordom This Year.

BY L. T. SHETTLER.

(Chairman Los Angeles-San Francisco-Panama-Pacific Road Race Committee.)

WITH the entry of the Apperson Jackrabbit owned and driven by William W. Bramlette in the Los Angeles-San Francisco race, it is noticeable that three out of four of the entries already received by the committee are from disinterested sportsmen, who are going to cut a much bigger figure in this race than in any previous contest of its kind ever held in this country.

This committee knows of several more private owners who intend to enter cars in this race, but out of fairness to those who have come forward and paid their entrance fee, we, of course, do not care to give names at this time.

William K. Vanderbilt is perhaps better known as the donor of the Vanderbilt cup than because of his vast fortune. The committee would like to name this race after some sportsman who is willing to put up, say $25,000 for each year the race is held. Of course, we will accept smaller sums.

Of course this committee does not expect people to fall all over themselves in order to get in first on a proposition of this kind, but we really do seriously expect some one to come through and help the purse for this race in the manner above outlined.

HOW TO ENTER.

The entrance fees to the race will bring from $10,000 to $12,000. Another $10,000 could probably be raised from towns between here and San Francisco; another $10,000 ought to be raised here in the city by means of several schemes this committee has on foot, and still another $10,000 should make its appearance in San Francisco.

If we are anywhere near as fortunate as we expect, we are going to hang up a purse the like of which has never been dreamt of in the entire history of the automobile sport.

After all, why should not California give the biggest automobile race in the world as there are probably more automobiles here in proportion to its population than any other community in the world.

While it is not the purpose of this committee to enter into any statement or discussion relative to the final outcome of the negotiations between the Western Automobile Association, the Automobile Club of Southern California and the American Automobile Association, we do feel it incumbent upon us to state positively that, no matter what the final outcome of this controversy is, the Los Angeles-San Francisco Panama-Pacific race will absolutely be carried out according to our present schedule.

MANY THANKS.

We wish to express our thanks to The Times for the good work it has done for this race and we only hope that we can carry this event out so successfully that all of our boosters will feel that their confidence has not been misplaced.

We would like to see a dozen or so entries come in within the next few days, as this will give us a better talking point in raising money in the towns en route between here and San Francisco. So far, the entries to this race have been gratifying and our committee feels encouraged to go ahead with the proposition for all it is worth.

Ready for You.

BIG PACKARD ON DISPLAY.

Latest High-grade [illegible] Here from Factory.

Ideal for Long Tours; [illegible] Full Equipment.

Self-starter That Starts [illegible] Electric Lights.

After waiting for months [illegible] Packard 14-48 touring car, one of the latest models from the factory at Detroit, owners of the high-grade machine had an opportunity [illegible] to look over the new model. The handsome car was on exhibition [illegible] past week in the salesroom of the Packard home at Tenth and Hope streets. The car is all that the designers have claimed it would be.

Built along lines that make it ideal for long tours, this Packard is one of the handsomest that has been shipped from the plant to the local agent, Earle C. Anthony. [illegible] with the same completeness that has marked each Packard model, the 14-48 shows no radical departure from the lines of the car that has proved so popular in past seasons.

One of the striking features of the new Packard is the [illegible]. This seven-passenger model will accommodate eight people if necessary, as it is possible for four persons of ordinary size to sit comfortably in the tonneau. The heavy [illegible] and the long wheelbase make [illegible] particularly easy-riding car.

Another feature that appeals to the autoist is the adaptability of the Packard to cross-continental tours. Built for a long jaunt, the owner gets a ride in the open air [illegible] across many States, and there is no need to fear the roughest of roads. One ride is sufficient to prove the assertion of the agents that this is an ideal car for touring.

The claim that more Packards have been driven across the continent than of any other make of car is made by the officials of the company. It is certain that the Packard has established itself as a transcontinental tourer, and the latest 14-48 makes a drive over the mountains and across the desert without the [illegible] that many times will come to an autoist who cannot [illegible] with a full equipment.

Electrically lighted and with a self-starter that is almost perfect, the car is making a decided impression on the visitors who have inspected the new model critically. The [illegible] Packard lines that have been pleasing in other years are found in the latest arrival.

Once more we find no radical departure in construction. The car has large wheels and it is possible to use oversize tires if necessary for a long tour. It comes fully equipped and when taken from the express car is ready for the showroom without any extra trimmings. It will be on exhibition this week, and many Packard owners and others who are anxious to see the latest offering of the Packard people are to be welcomed at the Packard home.

A burlesque of "Hamlet" is to be part of the actors' [illegible] in New York this spring. The distribution of characters will be as follows: Ophelia, Miss Elsie Janis; [illegible] Joseph Cawthorne; [illegible] Lewis; King Claudius, [illegible] Courtleigh; Horatio, [illegible] Laertes, Edward [illegible] gar, William Sampson; [illegible] trude, Miss Jobyna Howland.

Some Class Here.

BIG HARNESS HORSE MEET SET FOR NEXT SATURDAY.

BY GREY OLIVER.

WHAT promises to be one of the best matinees of the season in the harness horse line is to be given next Saturday at Exposition Park by the Los Angeles Driving Club, and from the class of these racers already promised, the lovers of the game should get all they want of the sport of kings.

Secretary Ed Delorey has not yet made up the programme, but it will consist of at least five events for trotters and pacers. All of the old-time favorites will probably start and in addition, a number that have not been seen in action for several months.

The club, so far, has maintained its reputation of being the only one in the United States that has given a matinee every month in the year and it proposes to make the coming one up to the standard.

Joe Nickerson's good trotter, Etta McKinney, is rounding into shape again and is to be entered next Saturday. She should make the best of them step some, for she is a stepper herself. Mosher's Imbro will also be another entrant.

Billy Loftus may also start one and the chances are that that good sport, E. A. Montgomery, will put in his stylish Victor Mack. Vreman is to enter Piedmont Boy, and Director Morehead will start his good one, Little Bobbie. Silverthorne will be asked to put in the good Lady Silverthorne, and of course, Sam Watkins will be there with Little Bernice.

F. L. Matthes, who is a member of three driving clubs of San Francisco, was here this week looking over the local situation in regard to harness racing and is particularly anxious to buy a good free-for-all matinee pacer. He is pretty sweet on McLellan's Nordwell (2:08½) and might buy this bird.

Col. Donovan, owner of a large stock farm near St. Joe, Mo., was at the local track the past week in company with C. A. Canfield, looking at the improvements and the horses. He was very much pleased with both.

A Few of the Satisfied Owners of the

Lincoln 1-2 Ton Delivery Truck

J. W. Shreve, Crown Laundry	Coomber & Son, 1003 W. 7th St.	Boston Bedding Co., Main St.	Woodman Transfer Co. Main St.	Brown Transfer Company.
Campbell Bros., Seed Store	Richert Bros., Coffee and Tea.	Venice Hardware	Santa Monica Wine Co.	West Side Grocery Co.

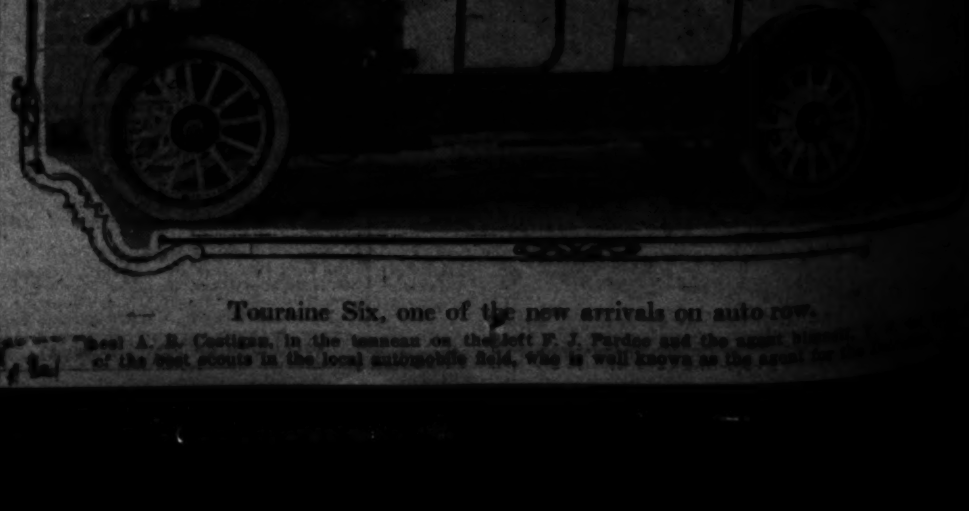
Ask Them

Price $760.00 to $860.00 f. o. b., L. A.

LINCOLN MOTOR SALES COMPANY

Phones: 25957; West 412

1518 West Washington Street



Touraine Six, one of the new arrivals on auto row.
[illegible] A. B. Costigan, in the tonneau on the left F. J. Pardee and the agent [illegible] of the best scouts in the local automobile field, who is well known as the agent for [illegible]

Doing Well.

RECORD TOUR IN HIS BUICK.

[illegible] Cook Travels Fifteen Thousand Miles.

Two Cheese Boxes Used as Part of Equipment.

[illegible] Howard Learns of South American Plans.

When [illegible] L. Cook in his Buick started on a 15,000-mile tour, even [illegible] motorist had no idea where [illegible] would send the sturdy little touring car before the trip was ended. [illegible] for Cook. His business [illegible]. He determined to show his [illegible] just what his Buick would do, [illegible] succeeded.

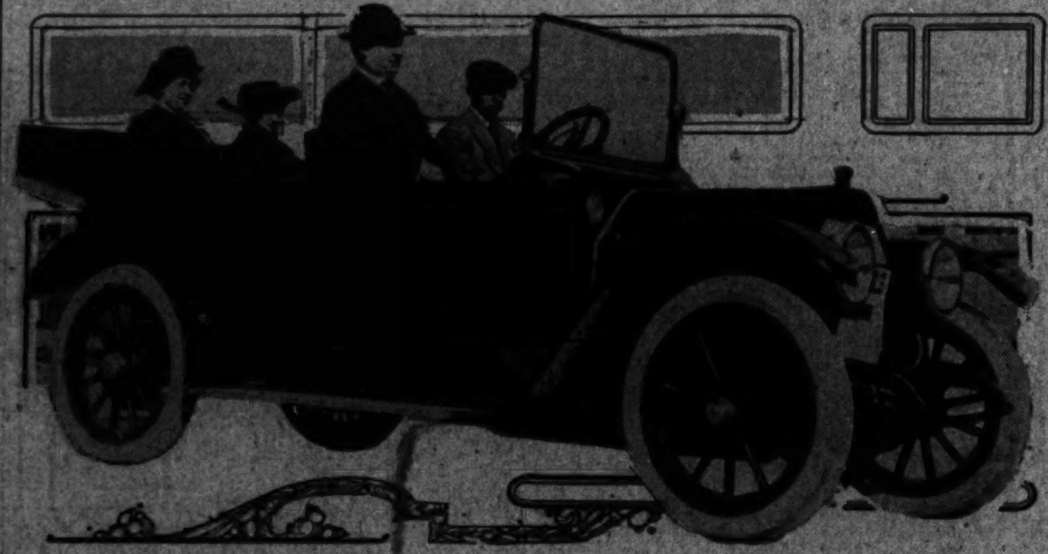
[illegible] his Buick, which he has used for three years, Cook lined [illegible] boxes with zinc for a tire [illegible], and started on a 15,000-mile [illegible]. When he finished his trip and [illegible] up his expenses, Cook found [illegible] repair bill amounted to 65 cents. [illegible] says that this gypsy life with [illegible] automobile is the finest ever. [illegible] trip started at Plainfield, Ct., and [illegible] ended at Cocoa, Fla., and covered everything from the paved [illegible] of New York and Philadelphia to the almost impassable roads [illegible], sticky mud six inches [illegible] the rule rather than the exception.

[illegible] method of touring the country [illegible] too strenuous for the average automobile owner, and yet there [illegible] more healthful and exciting [illegible] of spending a vacation than [illegible] a machine with camping paraphernalia and hiking across the [illegible] and desert to California.

[illegible] F. S. Howard, Buick distributor for Southern California, received a dispatch from the Buick factory yesterday stating that the concern is planning to build a large assembling plant at New Orleans to take care of the South American [illegible], which is growing fast. The [illegible] December business in South America amounted to $687,000, divided among fifteen distributing [illegible], and as this business is just [illegible] infancy, some idea may be had [illegible] immense proportions the automobile will assume in our sister republics.

[illegible] majority of cars sold in South America have been of French make, [illegible] there is little or no duty upon [illegible], but since the introduction of [illegible] with its hill-climbing ability [illegible] high clearance, particularly [illegible] to South American roads, [illegible] popular American-made machine [illegible] gaining a wide popularity [illegible] South America.

[illegible] M. Barrie's new play, "The [illegible]," is to be produced [illegible] simultaneously in London [illegible] New York. Miss Maude Adams [illegible] the chief part over here.



Haynes Twenty-four, another of the late arrivals, with Manager Fletter at wheel.

This is the light, fully-equipped car that has proved itself on several severe demonstrations.

Looks Good.

NEW HAYNES MAKES HIT ON ITS ARRIVAL HERE.

EVERYBODY is hustling at the local Haynes factory branch at Eleventh and Figueroa streets, a force of salesmen has been working hard during the past week showing the new Haynes model twenty-four, which has just arrived.

From the way the orders are being booked, this little car has evidently caught the fancy of the public, for, while it is the lowest-priced car the Haynes company has ever sold, at the same time it maintains al the high-grade construction features for which the Haynes has always been famous.

The model twenty-four is built in two, four and five-passenger types; has a 118-inch wheel base. The motor is of the L-head type; cylinder being cast in pairs with one-half inch offset. The bore is 4¼x5½ inches. The four-point, flexible suspension is used. The well-known Haynes electric starter is part of the equipment. Dual type magneto; carburetor, Stromberg model B. The oiling system is splash and force feed. The clutch is the famous Haynes contracting steel band on hardened steel drum with only one adjustment. The transmission is of the selective type, three speeds forward and one reverse.

The propellor shaft is forged with two universal joints metal encased. Rear axle is the full floating type, pressed steel housing supporting full weight of car. The front axle is a single piece I beam. The wheels are optional wooden or wire. The tire equipment is 34x4. The springs are long and with the 12-inch cushions give the car exceptionally easy riding qualities.

The car is fully equipped with all necessities, so that there is nothing to buy in the way of equipment.

While the factory has shipped the local branch six carloads of these cars, they are all now practically sold so that the branch's greatest worry is to get more cars.

Manager Fletter of the local Haynes branch left Wednesday night for San Francisco where a meeting of all Pacific Coast branch managers has been called for the purpose of conferring with W. B. Warren, general manager of the Haynes Automobile Company, who is making a tour of the Pacific Coast.

Worth Having.

ARIZONA ON GOOD ROADS MAP.

ROUTE BOOK OF HIGHWAYS LOOKS GOOD TO MOTORISTS.

Association of Baby State Backs Proposition Which Will Mean Much to the Transcontinental Tourist as It Gives Him Valuable Information Hard to Secure.

One of the handsomest and most complete road map books that has ever been turned out is now ready for distribution. The publication is officially stamped by the Arizona Good Roads Association and has been compiled by Harry Locke. It is a collection of logs of all roads in the "Baby State." The book is a correct compilation of road maps and tours and contains information that is invaluable to the cross-continental traveler.

All of the information the autoist and camper can possibly need is contained in this route book. The illustrations are especially fine and in order to get his data Locke has driven a Ford car over almost every road in Arizona and has succeeded in reaching the bottom of the Grand Canyon. It is the purpose of Locke to continue with the routing of other States and he will soon make a tour into New Mexico.

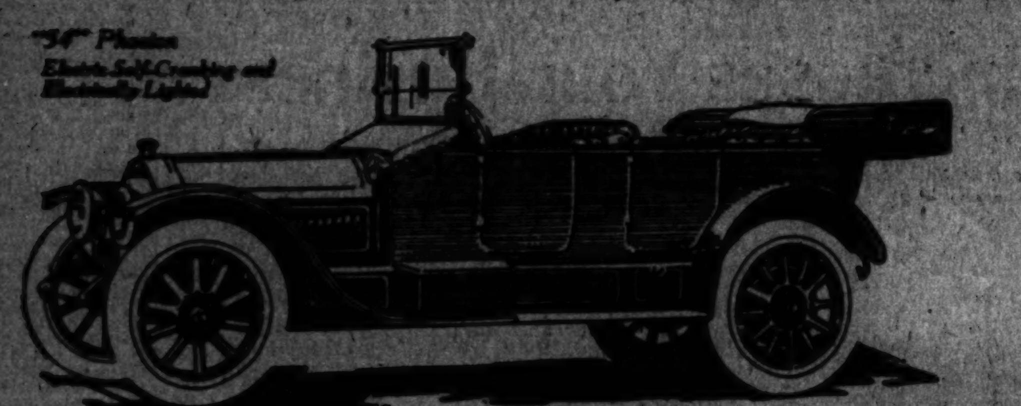
The home of Locke is at Bisbee. He is taking no part in the fight for a national highway, however, other than to boost for all good roads. He does not favor any particular route. He has worked eighteen hours each day to complete his book and it is now ready for the tourists.

In the logging of over 200 maps contained in the Guide, over 10,000 miles were traveled by auto.

There are many unique and extremely useful features about this Guide. Besides being plainly marked as to forks, turns, oil and water stations and grades, each map shows perfectly the contour of the country traversed. Each fork or important branch is designated not only as to position, but with very clear photographs of the landmarks. It is impossible for the tourist, armed with a copy of this Guide, to go wrong on any road in Arizona.

The binding of the book, which is of convenient size, is in durable cloth of a pretty gray and in the center of the cover is a beautifully executed four-colored reproduction of the Grand Canyon of Arizona, the greatest natural wonder on this continent. The engravings, on a splendid mineral paper, are remarkably clear and attractive.

The World's Largest Builders of Six-Cylinder Automobiles



Why a Six?

Every automobile buyer should ask that question if he is paying more than $2,000.

The Six is as flexible as a steam engine. It rides with the smoothness of flying.

It is motor luxury supreme—no vibration, no jerking, quiet and comfortable, that more than doubles the distance you can travel in a day without fatigue—qualities you immediately recognize in a Six.

And Why a "54" HUDSON

Motorists who know see in it the qualities which only Howard E. Coffin and his associates—48 all told—were able to build into it.

They have not produced a Six by merely adding two cylinders to a good Four. A good Six can't be built that way.

These 48 specialists, experienced in all the details of motor car building, trained in 97 European and American factories, started out to build a Six without being hampered by old manufacturing equipment and old ideals.

They had a new conception, the result of a combined wider knowledge than was perhaps ever before centered upon the designing of a motor car.

Laymen will have their ideas as to how automobiles should be built but think you any one less experienced than these experts could build better?

You naturally have more confidence in the diagnosis of a skilled physician than you would in the conjectures of a hundred laymen. Put equal reliance in these 48 motor experts.

Their reputation is staked on the "54" HUDSON.

That is a sufficient guarantee for most buyers.

But there also are HUDSON Sixes in every section. They are doing the most abusive service that any automobile regardless of cost ever did. And they are standing up.

HUDSONS don't disappoint.

The "54" HUDSON has electric lights. It is electrically self-cranked. The famous Delco system, patented, is used. Every motor car luxury is included, speedometer, clock, top, curtains, rain-vision windshield, demountable rims, twelve-inch upholstery, etc. Equipped with a five-passenger Phaeton body, at $2600.

At $2025 you can obtain the HUDSON "37"—designed by the same engineers that built the "54"—and pointed to as the "Four-cylinder masterpiece."

See the Triangle on the Radiator

Hudson Sales Company—H. L. Arnold

1118-20 South Olive Street, Los Angeles

Goodrich Tires

Fisk Tires---Goodyear Tires

Every one First Quality, with serial number intact. Note the prices below. Buy your entire summer's supply at Bullock's now. Save safely.

—The interests of Bullock's have always been the interests of Bullock's Customers.

—"First Quality Auto Supplies at Fair Prices," has ever been the slogan of this store—Its meaning is known to hundreds.

—In the course of the past few years it has been the privilege of Bullock's to present many an opportunity to the Automobile Owners of the Southwest.

—Yet seldom has Fortune been so generous as she has been today in permitting us to announce these

—New Prices on First Quality Automobile Tires

—No automobile owner will fail to recognize their importance—scores should plan to buy new tires at Bullock's on Monday.

3x28 in., $10.75	4x34 in., $26.10
3x30 in., $11.80	4x35 in., $27.00
3½x30 in., $16.65	4x36 in., $27.90
3½x32 in., $17.80	4½x36 in., $35.10
3½x34 in., $19.25	4½x37 in., $36.00
4x33 in., $25.20	5x36 in., $42.75

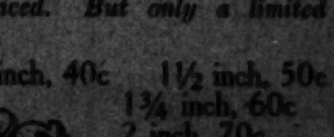
—Remember, First Quality Goodrich, Fisk and Goodyear Tires—Everyone perfect, with serial number intact.

Klaxets $11.40

—"The baby Klaxon"—a horn widely famous for its beauty and efficiency—the only electric horn that will stand constant service. It can be run from dry cells or from storage battery—very little power needed to propel the motor, which is housed in a dust-proof, water-proof case.

Vulcanizers—Special—95c

—Monday many will buy one of these vulcanizing sets at 95c.



—Complete nickel-plated vulcanizer, pair of scissors, a gasoline measure and vulcanizing rubber—all for 95c. The method is so simple that any man can easily vulcanize inner tubes.

No-brush Varnish

—This famous quick-drying varnish, which is applied with a cheesecloth, is sold at Bullock's at $1.25 and $2.25 a can. It works wonders in the appearance of old cars, renewing the finish when the surface is in such condition that body polish will have no effect.

"3-in-1" Valve Tool 10c

—A one-piece forging—far more substantial than the tools of 3 or 4 pieces.

—The taps fit the inside and outside threads on all Schrader valves in automobile, motorcycle and bicycle tires.

—A "vest-pocket" tool that no autoist should be without.

Carbon-Nit

—75c a quart. The only harmless and efficient carbon remover. Doesn't destroy the oily surface in the cylinders—instead, it helps the lubrication. Lubricating oil is the base of Carbon-Nit. Eliminate carbon in the cylinders and you obtain greater horse power and smoother running.

Muffler Cut-outs Underpriced

—Decisively underpriced. But only a limited number of each size.

1 inch, 30c 1¼ inch, 40c 1½ inch, 50c
1¾ inch, 60c
2 inch, 70c
2¼ inch, 80c
2½ inch, 90c
2¾ inch, $1.00

Bullock's

Broadway at Seventh

-K-R-I-T-

A Sturdy, Economical Car
Full Five-Passenger

Fully Equiped **$1000.00** Electric Lights

F. O. B. Los Angeles

Also Roadsters and Delivery Cars

KRIT MOTOR SALES COMPANY

912 West Pico Street.

Phone Broadway 740 Phone Broadway 740.

APPERSON

"Jack Rabbits"

"4-45" Touring Car . $1950
"4-45" Roadster . . . 1950
"4-55" Touring Car . 2350

Electric Starting
Electric Lighting

IMMEDIATE DELIVERY

LEON T. SHETTLER COMPANY
151 West Pico Street
Main 7034. LOS ANGELES. Home 10167.
"A Live Dealer Will Sell You a Live Car"

NOTE—Mr. J. S. Conwell is the Automobile Dealers' candidate for Councilman. Here is your chance to forget party politics and help the cause of the motorist.

PREMIER
LITTLE SIX

Two or Five-Passenger—Fully Equipped, $2900

Left-Hand Drive / Center Control
Six Cylinders / Positive Pneumatic
Clean Running Boards / Self-Starter
Electric Lights with independent generator / Tire Inflator
Luxurious upholstering

No other car on the American market embodies ALL of these features—essential to the UP-TO-DATE car—Backed by proven quality and correctness of mechanical construction.

The Premier Factory has delivered, to date, three times the number of cars delivered in same period last year. WHY? Because of Premier quality and of the completeness of Premiers this year.

The Six-Cylinder Premier of today is backed by seven years' experience in the building of successful SIXES. They are not experimental.

Premier Motor Car Co.
L. H. SCHWAEBE, President
1127 South Olive Street
Main 679 F2664

What Will It Cost To Operate The Truck You Buy?

In the service of the Los Angeles Transfer Company there are 8 AUTOCARS. These trucks are driven at a high speed both day and night and are continually loaded beyond their rated capacity of 1½ tons, sometimes carrying nearly double their rated load.

The average cost of one car taken from the average cost of these 8 cars for a period of 6 months shows the actual cost to be—

$3.08½ A DAY

We tell you of the cost of the AUTOCARS in the service of the Los Angeles Transfer Co. because we know of no other AUTOCARS that are given the hard and constant use that is given these cars every day in the year.

M. S. BULKLEY & CO.,
Distributors in So. Cal. for the AUTOCAR and SMITH MILWAUKEE Motor Trucks.
Main at Washington Street, LOS ANGELES, CAL.
Home 22927. South 4946

Responsibility.

OWNER TO BLAME IF TRUCK FAILS.

MAN IN HAULING BUSINESS GIVES ADVICE.

Says That Success Depends on the Brain Work of the Proprietor. Drivers Will Make Good if They Are Properly Managed—Careful Study Necessary.

R. A. Stine of Pomona, who has converted his teaming business into a motor-truck hauling business, is a great believer in system in the handling of his work. He believes that many of the sins attributed to truck drivers belong in reality to the owners.

"The success of a truck driver depends largely upon the owner," he says. "The owner should make a study of the auto truck business from the beginning. The truck has come to stay and a study of the different works to which it can be put will make the operating of motor trucks a pleasure.

"Here are a few maintenance points I insist upon in my business. (1) Keep my garage clean. (2) Keep the truck clean. (3) Give the driver and helper time to do this, which, in the transfer business, takes about half a day each week. (4) See that it is done, not only to the outside of the truck, but to the machinery as well.

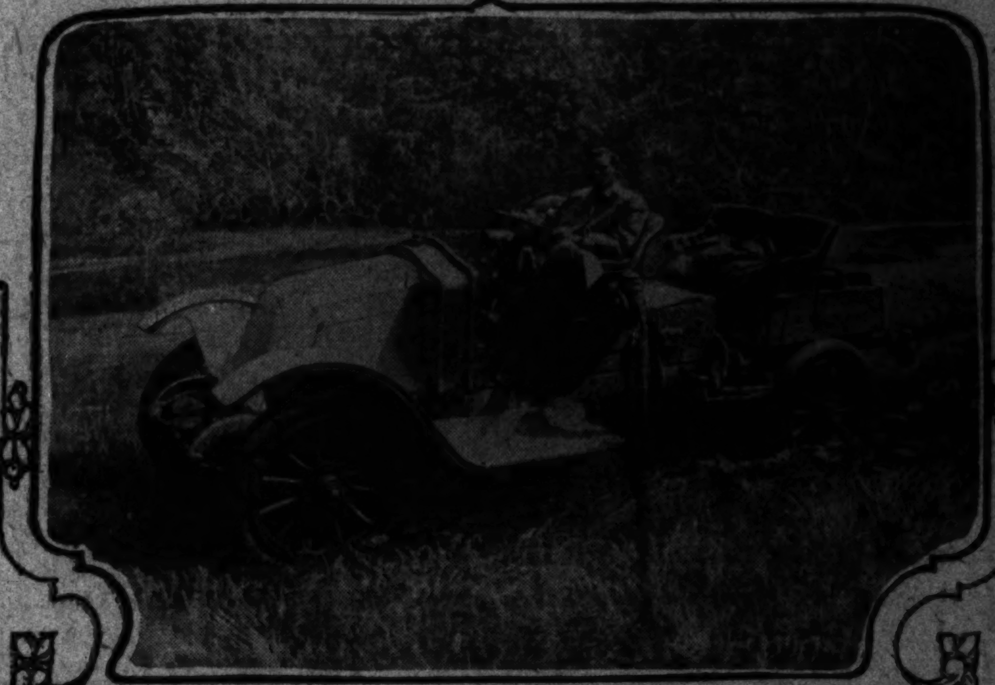
"I find that by enforcing these rules my drivers take pride in continuing to keep the trucks up in appearance and watch all points necessary to see that they are running right. It is hard to say what a good driver is worth, but we should not hesitate to pay a man, who understands and takes a pride in his truck and also an interest in the business, three dollars a day. A poor driver is not worth anything.

"A good driver is not the one who can move the most goods in one day, but rather one who makes an average amount of work and at the end of the year has his truck in the best shape possible at the least cost to the owner. The best drivers make a study of the motor truck, and of the ways of handling different kinds of loads over different roads. All these qualities may be noticed at once if the owner knows his business.

"In my experience the best drivers are the men who have been teamsters. They are the most careful and are considerate to the people they pass on the thoroughfares. Their past experience in hauling is a great advantage to them and they study hard to learn every point of the truck.

"In regard to charges for services of motor trucks, the only charge that is scientific for hauling is based on a ton-mile basis. I have just completed twelve months to a day with a three and one-half ton truck, and I find that it cost us a little more than 28 cents a mile, figuring all costs. We make a charge for loading and unloading, so much for each mile per ton, and under a six-mile haul the work goes by the hour."

Fred Beckwith of Balboa has ordered a forty-foot passenger boat, to be equipped with a twenty-four horsepower Scripps motor and supplied by the Western Boat Works of Long Beach. The boat is to be lighted with electricity, and will have other modern conveniences.



This is a Lippard-Stewart truck fighting the mud on a severe test.
A. M. Young of the Thomas Motor Company has the agency for the Lippard-Stewart, which is one of the high-grade commercial cars.

Made Good.

MOTOR TRUCKS ARE PROVED BEST BY BROADWAY STORE.

ALBERT E. AMOS, delivery manager for the Broadway Department Store, has become a motor truck enthusiast as the result of intensely practical experience. He has been able to contrast the efficiency of horse-drawn and gas-propelled vehicles, and has collected masses of statistics on the subject. He has summarized his conclusions as follows:

"The motor truck affords the only method by which people of the United States, and particularly this part of the United States, can deliver goods economically. This is a motor-truck country. I have never lost a night's sleep over our trucks, but I have lost many a night over the horses. We have always bought the best horses we could get, but they depreciate much more rapidly than the motor truck. No eight horses in this town can do the work of one of our trucks. Last year our horses cost us $30 a head a month. I figure the extra service of a truck over horses as worth 10 per cent. of the cost to the house.

"We load up our truck on outside delivery with 150 stops. The truck has two men and it does not pay to have a poor man on the driver's seat. Both men and the man at the delivery desk should know the territory covered. There is much trouble in getting men who will come up to the delivery possibilities of a motor truck. Give me good men in shifts who know their territory and I can deliver 300 stops a day. We make 150 stops a day on an average, but have sometimes delivered 240 stops in a day, and during the holidays one car has carried 1400 stops a week."

"With an average of 150 stops a day it costs us about 7⅛ cents a stop. That is the cheapest delivery in this country. Here are figures on a day's deliveries in a section covering Alhambra, Pasadena, Altadena and the Garvanza and Highland Park avenues of Los Angeles. Each stop averaged two-thirds of a mile, but the longest stop was as far as four miles out and four miles in for that single delivery. Out of 144 stops sixty were c.o.d. The cost per stop was 9¼ cents. I could tell within thirty minutes where the truck was working.

"That is one advantage of the motor truck which is very desirable. When a lady calls the store and wants to know when her packages will be delivered I can tell her that it will be between 1:40 and 2 o'clock, or whatever time the truck may be due at her residence. And the packages will be delivered at the time specified. You cannot make such promises with a horse delivery. In the same section we formerly had eight horses, two wagons and two men. They made only ninety stops a day and did not pretend to cover the same territory. With the auto truck we have added West Alhambra and Altadena, and make deliveries according to schedule.

"I have figures on a motor truck covering eleven months. During that time it traveled 19,500 miles and made 39,700 stops. The truck can do eighty miles a day at an approximate cost of $10. We pay $20 a week for the driver and $12 for the man behind. I figure $12 a week ($2 a day) for depreciation. We get more mileage by putting on a tire just a little bit larger than is regarded as necessary to carry the load. We found the ordinary skid chain impractical. It went to pieces right away. But I got a sixteen-foot chain with a flat surface and open link which works well. If you use a skid chain be sure to have it loose."

The Broadway Department Store has had two Autocars in service for two years and is now trying out an Urban electric. Fifty horses are still used by the store.

The Autocar used by the Broadway Department Store, which has not been in the shop in fourteen months, has displaced eight horses and has never missed a delivery.

PROMINENT VISITOR TOURS IN HER WINTON.

Mrs. Robert Pitcairn of Pittsburgh, who has been making an extended seven weeks' tour in her Winton Six, returned home last week in her private car. She was accompanied by her daughter, Mrs. William Reese, and together they covered the State from San Diego to San Francisco.

Each year, Mrs. Pitcairn comes to California for part of the winter and either purchases a new Winton when she arrives or ships one of her cars from Pittsburgh. She is an enthusiastic Winton owner and always uses the big six.

A Paris letter to the Dramatic Mirror says: "I met Anna Held, a big basket on her arm, going to market around the corner from her home in Rue St. Honore, in Paris. She was very plainly gowned in black and looked sedate, but far happier than when the white light beat upon her in New York. I begin to believe her oft-repeated assertion that she is essentially domestic. Leonie is with her and going to school."

The Car That Increases Your Business

Lippard-Stewart
The Delivery Car

Chassis $1650
Standard Panel Body $150
Standard Express Body, $125

The Lippard-Stewart Model "P", 1500-lb. Delivery Car, 30 Horse Power

A GOOD FINANCIAL INVESTMENT is judged by three things—safety—security—income. Demand these three features when you purchase a delivery car and you're bound to buy satisfaction. First analyse the car. Does it represent safety and security from a purely business standpoint? Will it fulfill your requirements? Is it dependable—serviceable—efficient? Is it well built? Are the men who build it responsible? Is it actually worth the money you intend to invest in it? Then, will it save and earn money for you? In a word will it pay the dividends you have a right to expect? These are the vital questions. Now—turn to the Lippard-Stewart Delivery Car.

LOOK AT THE LIPPARD-STEWART FROM EVERY ANGLE. Involuntarily your mind forms the conclusion that "Here is a Real Delivery Car," and, investigation gives corroboration. It is a real car. A good car from the dealer's standpoint because it represents steady and easy sales—a quick turnover and a sure increase of business. A better car from the prospective owner's standpoint because it will deliver more goods over a wider territory at less cost per package than is possible with horse and wagon. And the best car of all from any standpoint because it is efficient in performance, low in first cost, inexpensive in upkeep and readily pays for itself in the money that it earns and saves. It is a forceful advertisement of up-to-date business methods. It gives a decided advantage over competition. It opens up greater territory for new business and the time saved in serving your old customers better and more quickly allows ample margin for obtaining new ones.

IT IS A CAR THAT GIVES SERVICE—Maximum service—because service is inbuilt. The construction of the car proves this. It is distinctly a commercial vehicle. Examine its chassis—a delivery car chassis through and through—Not a compromise with pleasure car practice. Note the 30 H. P. Continental Motor—the rugged cone clutch—the transmission strong enough for a 50 H. P. car. Look at the perfect spring suspension that assures easy riding—roadability and longevity to the car itself. Observe the "set" spark—the single motor control and the ready accessibility of every vital portion of the mechanicism even when the car is loaded. Then take into consideration the simplicity—the refinement of construction practiced throughout the entire building of the vehicle—how easy the car is to care for—how easy to drive.

CONSIDER THE PRICE OF THE CAR—its sound, solid, intrinsic value. Compare the Lippard-Stewart with any car apparently competing with it. Form your own judgment as to the actual merit and worth of this car. Nowhere can you get greater value for your money. Nowhere can you find a better, stronger or more efficient delivery car at an even higher price. Put it to any test you will, the car is built to make good.

NOTE THE COMPREHENSIVE LIPPARD-STEWART LINE. A car for almost every business and each a leader in its class. Look over these many models. Consider their attractive prices: Panel body (Model P) $1800—Express body with top $1775—Box body $1775—Stake body $1775—Police Patrol $2325—Ambulance $2325—Omnibus $2325—Undertaker's Casket Wagon $2300 and the Undertaker's Hearse Casket Wagon De Luxe at $3600.

READ THESE SPECIAL FEATURES OF LIPPARD-STEWART CONSTRUCTION:—Continental 30 H. P. Motor, Eisemann Magneto, Brown-Lipe Selective Transmission, Cone Clutch, Full-Floating Timken Rear Axles, Timken Roller Bearings throughout, Special Spring Suspension, Left-Hand Drive, Pneumatic Tires 35x4½ Front and Rear—full equipment of Lamps and Tools.

WE WANT GOOD DEALERS. We have a splendid opportunity to offer first-class, up-to-date, energetic men—men who can measure up to our standard of integrity and business ability. If we have no dealer in your town and if you are the logical man to represent us—a man who can grasp the big possibilities of our proposition and handle it in the way it should be handled, write us instantly.

Thomas Motor Car Co. of Cal.

A. M. YOUNG, President
60388 Eleventh and Flower Streets M8880

Service.

TRUCKS SERVE OUR CITY WELL.

Thirteen Hundred Dollars Per Month Gained.

Twenty-four Machines in Daily Service.

But Ten One-horse Wagons Still Retained.

[illegible]

Saving.

[illegible]UCKS SERVE [illegible]UR CITY WELL.

[illegible]een Hundred Dollars Per Month Gained.

[illegible]ty-four Machines in Daily Service.

Ten One-horse Rigs Are Still Retained.

[illegible]

Versatile.

TRUCKS PERFORM MANY SERVICES.

[illegible] of Achievements of Power Wagons.

Take Places of Railroads and of Boats.

Work Day, Night and Sunday Without Tiring.

[illegible] a very large number of the [illegible] where motor trucks have re[illegible] horse-drawn equipment, the [illegible] vehicles are called upon not [illegible] to do the work of horses, but [illegible] perform in addition service that [illegible] could not have attempted, [illegible] because of the too great re[illegible] on their strength or the [illegible] imposed by the low speed at [illegible] a horse may travel," said [illegible] Harrison, secretary of the [illegible] Angeles Motor Truck Club. [illegible] is the case of the B. T. [illegible] Company, manufacturers of [illegible] and washing powders at Bab[illegible], N. J. Formerly the product of [illegible] factory, which was intended for [illegible] York City, was hauled by team [illegible] the Hackensack River, loaded [illegible] upon a scow or lighter and [illegible] to New York. [illegible] was slow and somewhat [illegible]. Although the distance to [illegible] York is not great, the road is [illegible] in places that horses cannot [illegible] a full load over it. Three Peer[illegible] trucks have now replaced the [illegible]. They make the run to New [illegible] in about an hour.

[illegible] it purchased a number of [illegible] trucks the Howell Condensed [illegible] Company of Jersey City used to [illegible] heavy horse wagons to carry [illegible] from its receiving station in Jer[illegible] to its plant on Staten Island. [illegible] the teams crossed to Manhat[illegible] at the Erie Railroad ferries, [illegible] Manhattan to South Ferry [illegible] there boarded another boat for [illegible] Island.

When the trucks were purchased [illegible] of them was put to work on a [illegible] that lay for eight miles along [illegible] shore to the Bergon Point [illegible]—a distance too great to be cov[illegible] by the horses in the time al[illegible]—and thence across to Staten [illegible]. By taking this route the [illegible] handled in one night as large [illegible] of milk as the two-horse [illegible]. The ferry tolls for the truck [illegible] less every night than they [illegible] for the team. So that the [illegible] in ferry tolls for the year [illegible] to $1000.

[illegible] Fall River, Mass., the M. [illegible] Company put a three-ton [illegible] to work at furniture moving [illegible] general cartage. It began to ac[illegible] to move furniture to near[illegible] without railroad shipment, [illegible] was quicker and less expensive. [illegible] business grew until two trucks [illegible] kept at it almost constantly [illegible] day.

[illegible] River is not very far from [illegible], R. I., and during the [illegible] there are many strawberries [illegible] moved down there. The truck [illegible] with fruit would make two [illegible] between these cities every night. [illegible] a special passenger body [illegible] mounted on the truck and [illegible] take passengers to near-by [illegible] beaches.

[illegible] work a truck day and night [illegible] two or three shifts of drivers [illegible]. The Columbia Contract [illegible], in Portland, Or., has [illegible] volume of building material [illegible] from the docks to various [illegible] of Portland. Seven five-ton [illegible] trucks have been employed [illegible] night and day in this serv[illegible]. Two of them have already cov[illegible] 100,000 miles, and the amount [illegible] material they move in the course [illegible] work is naturally very large."

[illegible] OF TRUCK OWNERS.

[illegible] Judge Holds That [illegible] Must Be Inspected Before Be[illegible] Taken on Highways.

[illegible] R. A. Kennedy of the Pitts[illegible] County Court recently held that [illegible] owner of an auto truck was liable [illegible] damages to a wagon which his [illegible] collided when the cause of the [illegible] was a worn out nut, bolt and [illegible] pin in the steering gear of [illegible] machine. He said in part: [illegible] is of vital interest to the pub[illegible] large that the steering gear of [illegible] automobile or truck, which [illegible] at the will of the driver [illegible] the highway, from side to [illegible], turning and twisting in [illegible] and running, as they [illegible] do, at a high rate of speed, [illegible] be in a high, if not the highest [illegible] of efficiency; and if, before [illegible] such a machine out on the [illegible] a proper inspection would [illegible] revealed an obvious defect in [illegible] gear, and such inspection [illegible] made, and as a result an ac[illegible] occurred, the defendants can [illegible] the accident was unavoid[illegible]

[illegible] TRUCKS LOADS LIMITED.

[illegible] extreme weight of a motor [illegible] load which may be operated [illegible] roads of Massachusetts is fixed [illegible] tons by a compromise bill [illegible] upon by the State Highway [illegible] and representatives of [illegible] interests. The speed [illegible] fixed at fifteen miles per hour [illegible] to six-ton trucks, twelve [illegible] hour for trucks weighing [illegible] tons if equipped with rub[illegible], and six miles per hour for [illegible] weighing over six tons if run[illegible] iron tires. A State tax of $5 [illegible] for trucks of one-ton or less [illegible] for, and of $2.50 addition[illegible] each additional ton.

[illegible] CARTERCAR ORDER.

[illegible] the largest orders this year [illegible] closed by E. D. Knowles [illegible] branch of the Carter[illegible]. Knowles sold fifteen [illegible] to the Laval Cream Sepa[illegible] Company in one deal. These [illegible] to be used in the sales de[illegible] of the concern and are of [illegible] model as the twelve Carter[illegible] sold to the Detroit Fire [illegible] by Harry R. Radford, vice-[illegible] of the Cartercar factory. [illegible] of the Cartercar factory [illegible] is far in excess of that of [illegible] year to this date.

[illegible] DEER WITH TRUCKS.

[illegible] from Waco, Tex., including [illegible] of Police of that city, re[illegible] on a deer hunting trip in [illegible] auto truck. The trip [illegible] grounds was made in [illegible] the time consumed the [illegible] when horses were used. [illegible] easy to make runs of [illegible] miles from camp in [illegible] before starting the [illegible]. On the return to Waco [illegible] also the fifteen deer [illegible] party during the week.

Trucks Serve City Well.

(Continued from Fourth Page.)

by having complete charge of the department machines. The department does all its own repairing. Its force was started in 1906 with one mechanic, and consists now of a foreman at $4 per day, two helpers at $3.50 and $3.20 per day, two blacksmiths, $4 and $3.20 per day, two assistants at $2.50 per day, two washers at $2.75 and $2.50 per day. The shop also does other than auto repair work for the department. All trucks are bought without the body, which is made of sheet steel and put on by the department force.

Quarters for the machines are provided at the water works yard, Second and Rose streets, and every machine must be housed there every night. There have been two cases of "joy riding" and in each case the offender found his place filled when he reported for work next morning.

Every department head and foreman except the chief engineer drives his own car, so the expense for chauffeurs is cut to a minimum.

One car is kept in reserve so that all may be overhauled once a month. Repairs, cleaning, filling with oil and gasoline are all done before 8 o'clock in the morning or after 5 o'clock in the evening.

Assistant Superintendent Brooks summarizes some of the benefits derived from autos, which cannot be reduced to dollars and cents, as follows:

"For the Los Angeles waterworks the motor vehicle has made possible the centralization of authority, equipment, men and supplies. With the continued use of the horse it would have been necessary to have established three sub-stations in widely separated parts of the city with all the attendant expense of grounds and buildings, additional clerks and the duplication of equipment, stock and records.

"This was in contemplation years ago, but in spite of the growth of the past decade, a trebling of population, the organization retains the compactness of a small system. Every man who has executive authority comes into direct contact with the chief engineer or assistant superintendent at the beginning of every work day. If there are problems they are threshed out then and there. There is no sitting down on the job to wait until the boss comes around.

"Complaints of all kinds are handled much more efficiently. As soon as a foreman finishes a job he connects his portable telephone with the nearest line and reports to the central office. He is then directed to the job nearest at hand and the complainant living ten miles from the waterworks office is often surprised to meet the department men at his door ten or twenty minutes after he has telephoned in his grievance."

Horsepower, cost, character of service and other data concerning the automobile equipment of the Los Angeles water department.

WATER DEPARTMENT AUTOMOBILES.

MAKE.	Cost.	A. L. A. M. H.P.	Year bought.	No. men carried.	No. horses displaced.	CAPACITY USED.
Tourist	$1000	12	1904	..	..	Shop, emergency.
Tourist	1349	30	1906	2	[illegible]	Gate repairing and miscellaneous.
Tourist	1254	30	1906	..	..	(Out of commission.)
Tourist	1300	28	1907	..	..	(Out of commission.)
Franklin	1800	17	1907	1	2	Chief mechanical engineer.
Mitchell	1200	25	1908	2	2	Meter repairing.
Mitchell	1150	25	1908	1	1	Meter department superintendent.
Maxwell	900	14	1909	1	1	Time keeper.
Regal	1250	25	1909	1	2	Assistant superintendent.
Stoddard-Dayton	800	36	1910	2	2	Gate and miscellaneous supervision.
Autocar	2250	18	1910	4	2	Repairing leaks and miscellaneous.
Autocar	2250	18	1911	4	2	Repairing leaks and miscellaneous.
Autocar	2250	18	1911	5	2	Installing services and meters.
Ford	500	22.5	1911	1	1	Office and purchasing department.
Autocar	2250	18	1911	5	2	Installing services and meters.
Ford	750	22.5	1911	1	2	Land superintendent, Owens Valley.
Autocar	2250	18	1911	5	2	Surveying.
Packard	5000	32	1911	2	4	Trucking.
Kissel Kar	1488	29	1912	2	4	Meter repairing.
Moore	2670	33	1912	8	2	Installation and changing meters.
Autocar	2300	18	1912	4	2	Cement and street repairing and oiling.
Autocar	2300	18	1912	..	2	Used in place of car during repairs.
Kissel Kar	1650	29	1912	2	2	Meter repairing.
Mack	3250	48	1912	15	4	Pipe construction and repairs.
Kissel Kar	1650	29	1913	4	2	Supervision.
Kissel Kar	1650	29	1913	4	2	Supervision.
Autocar	2300	18	1913	4	6	Repair work.

DIAMOND TIRES FLOAT.

Big Plant Is Not Harmed and Many Thousands of Casings Are Being Shipped.

Information has been received at the local branch of the Diamond Rubber Company that during the recent flood which caused such devastation throughout Ohio and other Eastern States the big factory buildings of the Diamond Rubber Company have been absolutely unaffected. The welcome word is being sent out that the whole plant is working full time with increasing production.

It is no longer a question with the Diamond tire agents if they will be able to continue the same good business with which they started the year 1913. The telegram received from Akron says that the trade need be in no way concerned over the effect of the floods on the Diamond factory. Shipments will be sent out in numbers the same as before.

TOURAINE CAR APPEARS.

New Make of Automobile Brought to Los Angeles by Man Who Has Handled Many Makes.

An old-time automobile man was in Los Angeles last week with a new machine. He was A. B. Costigan of San Francisco, and he was looking for the right man to handle the Touraine automobile in Los Angeles. "Gus" has represented many big companies on the Coast, Packard, Cadillac, Stevens-Duryea, Oldsmobile and others, but it is with difficulty he retains control of himself when telling the wonders of the car he is now handling.

It has been manufactured in Philadelphia for two years, but has only recently been placed on the market. Manager Fred W. Phelps of the H. O. Harrison Company admitted that it was the richest-looking car he had ever seen, the most beautiful in its upholstery, enamel work and similar finishings. It is a six-cylinder machine with a T-head motor and Gray & Davis starting and lighting system. It is a moderate-priced car.

Guy R. Chase has his cabin cruiser on the ways at San Pedro and is having her dolled up for the season's work. O. D. Stone also has his Lorella on the ways at Long Beach for the same purpose.

HUPP MAN ON VISIT SEES BRIGHT PROSPECT.

R. G. Neighbors, sales manager of the Hupp Motor Car Company, who is en route to the Coast, on his annual trip of inspection through the western territory, arrived last evening, and will stop over for a few days as the guest of M. C. Mason, local representative of the Hupp Motor Car Company.

"Last year," said Neighbors, "I came through here when the season of the new Hupmobile '32,' with the radical long-stroke motor, was at its height. The point that struck me most forcibly about this car was, that it seemed to hit the requirements of so many motorists who had formerly demanded a car of much greater size and higher price."

"This impression has been firmly drilled into me during the past year by the corroborative evidence from our dealers throughout the country who have been able to sell '32' Hupmobiles ranging in price around $1000 to people who formerly could not be satisfied with anything less than a car selling around twice that amount.

"Of course, by that, I do not mean to say that the Hupmobile has as much intrinsic value as a car selling for that price. Statements of this sort are ridiculous on the face of them, but I do contend, and can back this up with proof from thousands of satisfied owners, that for all practical purposes, the motorist can get out of a $1000 Hupmobile quite as much service as he could from a car costing a great deal more money."

"Let us see what we can show by a critical and comparative analysis with cars of higher price. The car, undoubtedly has style and unique individuality; its design is based on original and scientifically correct lines; there is not a line in the Hupmobile that is without a meaning.

"As to materials used in its construction—nothing superior can be found even in the highest priced cars. There is power to spare—due to the efficiency of our long-stroke motor; a perfect oiling system and a floating type of rear axle."

MANY TRUCKS CARRY COAL.

More than Three Million Dollars Invested in Motor Wagons by the Companies in this Business.

The Power Wagon has printed a list of over 400 coal dealers in the United States who operate motor trucks. They have more than 700 trucks, valued at $3,150,000. The high valuation per truck is largely caused by the fact that they have been equipped with specially-designed bodies for automatic unloading. Also the coal trade seems to run to trucks of high tonnage. The tonnage of the trucks listed is as follows:

1 ton or less............ 6.1 per cent.
1 to 2 tons............ 10.2 per cent.
2 to 3 tons............ 30.7 per cent.
3 to 4 tons............ [illegible] per cent.
4 to 5 tons............ 39.7 per cent.
5 to 6 tons............ 7 per cent.
6 to 10 tons............ 3.5 per cent.

Yet it is pointed out that only a small fraction of the coal dealers of the country have discarded horses.

ADDITIONAL CAPITAL

for established business, or money with which to start a new business, can be borrowed at low rates of interest from the patrons of the "Money Loan" columns of The Times "Liner" section.—[Advertisement.

LOZIER "BIG SIX" $5000
LOZIER "LIGHT SIX" $3250

Illustrating Model Riverside, Lozier Big Six.

The Sixth Successful Season of

LOZIER SIXES

will set a new record in the sale of $5000 cars—for men who *know* automobiles and who can afford to take advantage of their knowledge are satisfied with nothing less than Lozier quality. And Lozier quality in its entirety—mechanical precision, power, comfort and safety—is found only in Lozier cars.

And only in Loziers, too, are found several real 1913 improvements which two or three years from now will be standard construction with all high-grade cars. If you want the one car in which you can feel the pride of exclusiveness, the pride of the best there is, *this* is the car.

Demonstrations at your convenience.

Bekins-Speers Motor Co.

Main 1691 1026 South Olive Street F3635

LOZIER MOTOR COMPANY, DETROIT, MICH.

Hamburger's Auto Supply Store

MAIN FLOOR
Broadway Entrance

Everything for the Autoist but the Auto.

Order by Mail. We deliver free to beaches and suburbs.

Radical Reductions on Standard Tires

The most unprecedented tire prices ever quoted in Los Angeles. All fresh, new, first quality automobile tires that will give the maximum of service.

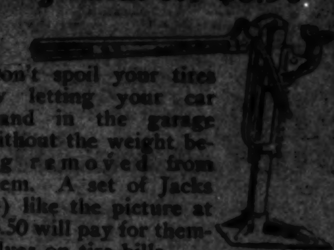
"Our customers first" is the motto of this modern Auto Supply Store—that is why we have lowered the prices on these standard tires.

28x3	$10.65	35x4	$27.00
30x3	11.70	36x4	27.90
30x3½	16.55	35x4½	35.00
32x3½	17.65	36x4½	35.10
34x3½	19.10	37x4½	36.00
33x4	25.20	36x5	42.75
34x4	26.10	37x5	46.00

Buy a $1.50 Tail Lamp Tomorrow for $1.00

Just think of getting a solid brass tail lamp with a carbon bulb for a dollar. A lamp that is highly polished and of a design that is practical—is a bargain at this price. You better take advantage of this offer soon because they will fly away Monday.

Set of Four Tire Saving Jacks for $6.50



Don't spoil your tires by letting your car stand in the garage without the weight being removed from them. A set of Jacks (4) like the picture at $6.50 will pay for themselves on tire bills.

Dollar V-Ray Spark Plugs . . 75c

The spark plug with a four point electrode that has been selling everywhere for a dollar.

Certainly this a feature for Monday's selling that will bring many motorists to Hamburger's.

Wouldn't it be a pretty good idea for you to be one of them?

Arrow Brand Cementless Patches, Per Box 50c

Put up in a tin box. They come in two sizes and are guaranteed to stick. Made specially for Hamburger's.

Newtone Superior Electric Horn $10.00

Runs on an electric motor and never fails. Note the picture and the fact that the Newtone is all nickel and will show up well on any car.

Nickel-Plated Thermos Bottles, Pint Size, $1.50

Liquids hot, 24 hours, liquids cold, 72 hours, that is Thermos value. Carrying cases in stock for all sizes of bottles, also lunch sets, complete with Thermos bottles. Many sizes.

10 lbs. Carbide 85c

Many times you have had to pay a dollar for carbide. But you'll find the price never fluctuates here. 10 lbs. always eighty-five cents.

Clean Your Cylinders With Carbon Nit 75c.

Not a particle of carbon remains after an application of Carbon Nit. No more will your engine pound or loose speed because of a sediment.

We Can Give You a Broader Guarantee on Arrow Tubes Than on Standard Makes

Why? because Arrow Tubes are manufactured under our personal direction. We know that there is consistent quality. Buy an Arrow Tube for less, if they are not up to your expectations we'll gladly refund the money.

COMPARE THESE PRICES

Size.	Price.	Size.	Price.
28x3	$2.60	34x4	$5.50
30x3	$2.80	35x4	$5.60
30x3½	$3.80	36x4	$5.75
32x3½	$4.10	34x4½	$6.30
34x3½	$4.35	35x4½	$6.55
30x4	$4.95	36x4½	$7.10
31x4	$5.10	37x4½	$7.45
32x4	$5.30	36x5	$8.00
33x4	$5.40	37x5	$8.25

WALK-OVER

THE SHOES FOR YOU

The "Hiway" model. Every line is correct. Shown in all leathers; also in lace $5.00

WOMEN PREFER WALK-OVERS

TWO WALK-OVER STORES

[illegible] S. Broadway, and Spring at Fourth.

F. A. Jasberg, Manager.

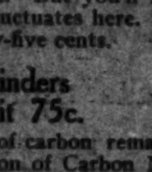
PUMPS which produce results. The Layne & Bowler Patent Centrifugal Pumps produce the maximum amount of water at the minimum cost. Investigate our Oil and Water Well Screen and Scientific Systems of Water Development.

THE LAYNE & BOWLER CORP.,

[illegible] Santa Fe Ave., Los Angeles.

CHICHESTER'S PILLS

THE DIAMOND BRAND.



[illegible]

SOLD BY DRUGGISTS EVERYWHERE

CONTINENTAL DEVELOPMENT CORPORATION.

Industrial and mechanical enterprises financed.

702 Ferguson Building

Third and Hill Sts.

A4176 Los Angeles Main 771

GOLDEN STATE DATE GROVES.

Date Acres on Installments. Investment Stock 10c Per Share.

810-812 Laughlin Building.

315 South Broadway, Los Angeles, Cal.

Main 2880. W. ABBOT. [illegible]

ALFALFA LAND

I have 160 acres of as good alfalfa land as lies out of doors at a bargain figure. It's located in Tulare County, is absolutely level and has free ditch water at all times, and is close to railroad, for $[illegible] per acre. [illegible] payment down, balance yearly.

C. F. [illegible] CO., [illegible]

POSTAL TELEGRAPH-CABLE COMPANY

NIGHT LETTERGRAM

INDEPENDENT COMPETITIVE PROGRESSIVE

Bakersfield, Cal., April 2nd, 1913

65bk,KM 125 N L

GILHOUSEN BROTHERS,

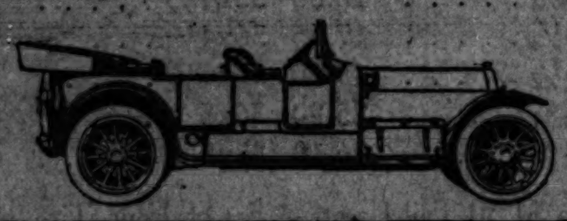
1130 South Olive St., Los Angeles, Cal.

I want to send you a word of appreciation for the Marmon Six I purchased of you yesterday. I had positively given up long tours but on trying the Marmon over certain unpaved streets in Los Angeles I decided that the Marmon was worthy of my consideration. The road our party has just come over from Los Angeles to Bakersfield, made far more rough by hauling for the aqueduct than I have ever seen it, and yet over which we passed at great speed and with the comfort of a Pullman and the feeling that one has when behind a railroad engine, that certainty of getting over any grade, shows me I can tour not with endurance but with pleasure. I am delighted with the Marmon.

Sincerely, GEORGE EDWIN BURNELL.

(Mr. Burnell's address is 1436 South Flower St., Los Angeles.)

"Mr. J. J. Haggarty's new Demi Limousine "Six" MARMON is without doubt one of the most beautiful cars ever produced in America." These are the kind of expressions heard always from MARMON owners. Cars recently sold to John Newton Russell, Chas. W. Ennis, W. H. Bullinger, G. A. Barraclough, F. L. Jenks and others.



MARMON

"The Easiest Riding Car in The World"

GILHOUSEN BROS. CO.

Home F1064 1136 South Olive Broadway 3658

Nineteen-thirteen Cartercar with Bert Davis and Teddy Tetzlaff on novel demonstration.
This is the friction-driven tourer which was sent up a forty-percent. grade and which was sold by the Vance-Canavan Company the moment the demonstration was completed.

Gets His O.K.

TETZLAFF IN CARTERCAR ON HILLY COUNTY ROADS.

WHILE we are used to associating Teddy Tetzlaff with the Flat racer, the world's champion driver is also a mechanician of note and his word is an authority to many. When Bert Davis, sales manager for the Vance-Canavan Motor Company, asked Tetzlaff to ride with him in the 1913 Cartercar the Flat driver was willing and Davis sought the severest hill he could find.

This test was to be a hill-climbing stunt and Davis was prepared to show the world's champion something novel in the way of a test. He set the new touring car to the task of mounting a 40 per cent. grade, and the friction-driven mptor chugged up the hill with as much ease as Teddy Tetzlaff won the Owensmouth road race.

The indorsement of the racing driver was given after the demonstration was made, and Tetzlaff declared that the Cartercar is a wonder when it comes to climbing steep grades. Of course, Tetzlaff was anxious to know just how much speed could be secured from one of the forty-horse-power Cartercars and Davis gave him a chance to take the wheel.

After slipping through the many speeds Tetzlaff reached the "high" and the Cartercar went skimming along over the pavement to the county road. There a speed of fifty-five miles an hour was reached, and Teddy declared the car was one of the best of the low-priced models he has recently tested.

Then Davis showed the Flat man just what can be done with the car in the traffic of the city and another novel demonstration was made with the Cartercar on the low and on the high. The shifting of gears was not necessary and Davis throttled the car down to four miles an hour as he crawled over the crossings in obedience to the patrolman's shill whistle.

There was nothing to be desired in the car after the test had been completed. It showed its class, not only on the downtown streets, but also on the macadamized highways. The Cartercar was sent through a course of stunts by a world's champion driver, who placed his stamp of approval on the tourer after the severe test.

OVERLAND TO PHOENIX IN STEARNS-KNIGHT.

G. E. Morse left Thursday to drive to Phoenix in a Stearns-Knight he had just purchased from Smith Bros. He expects to make the hard trip in two days.

The route which he has selected is over the old race course through Indio, Mecca, Blythe and Ehrenberg.

Morse does not expect an easy trip. He realized that this is a hard, dangerous run at this season of the year and is prepared to buck some terrible sand beyond Mecca.

He is an old-time Stearns owner and has the greatest confidence that he will be able to take the car through without trouble. At this season of the year there are many bad water holes and washouts to obstruct the course of a machine, and the Stearns party is prepared for rains or sandstorms.

Change Plan.

MANY COLORS FOR NOBBY NEW R.C.H. TOURERS.

ANNOUNCEMENT was recently made by the R.C.H. Corporation that the concern will no longer hold to the one-color plan which has heretofore been carried out in the finish of the cars turned out in the R.C.H. factory. Since the beginning of the corporation, when the first machine was completed, they have used nothing in their painting design but the red body with black trimming. During the coming season the same cars will be seen finished in a Russian green.

With 7000 R.C.H. machines placed on the market during the first year, the name is well known through all parts of the globe, and the management feels warranted in departing from the one-color policy, having had wonderful results from it. According to P. R. Janney, general manager of the R.C.H. Corporation, the announcement of a green finish does not mean the desertion of the red and black, which will still be distinctive of the R.C.H.

The matter of the change of the standard color was put to each of the branch managers of the corporation, as well as many of the largest dealers. Each one gave his approval of the plan, but were also of the opinion that the red had been of exceptional value during the first year, rendering possible the establishment of a sales record for the automobile industry, and has also borne out the statements of the company that the red is the most serviceable body color that could be obtained.

"Let the Velie Carry Your LOAD"

Truck sense is a little more handy in 20th Century business than the old time horse sense. Equipped with the latter only, the business man of today is half a century behind the mark. It is no longer a question of horse or truck—it is simply "which truck."

60 years of experience and a capital of sixty-five millions of dollars put the Velie Motor Vehicle Company of Moline, Ill., in the position where they can today justly and rightfully claim that

VELIE TRUCKS

Are the Best Trucks Built

This is a broad statement. We are ready to prove it. Look at our two-ton Velie and you will think it is a three—look at our three-ton truck and you will think it is a five. Read the specifications on either and you will be still further convinced that the carrying and wearing power of the Velie Motor Truck far exceeds any other of like rating.

Ask Us For a Demonstration.

Velie Trucks have the strength to carry the load and the power to pull it around, and that strength and power is provided to the extent of an extra margin of reliability from 40 to 60 per cent. above what you would look for.

Velie service goes with every Velie Truck. We are right on the spot here to give it to you. We guarantee every Velie Truck and do it with a broad smile and light heart.

Velie Trucks Cost Less in the Long Run.

Renton Motor Car Company,
DISTRIBUTORS
1236-34 SOUTH MAIN STREET

The Velie 4-40 is the Most Desirable Pleasure Car built. Come and see.

Home 10977
Main 1068

In The Cretaceous Period

Millions of years ago, strange animals roamed the earth, but nothing remains of them but their huge bones, buried deep below the surface. Scientists are busily engaged in excavating their remains and reconstructing their bodies.

If a quake should come and bury us
And a million years had pass't
And then a club of scientists
Would dig us out at last
Among the things they'd find intact
Is a BUICK CAR—you bet!
For no one ever, ever has
Worn out a BUICK yet—

More Buicks have run 25,000, 50,000 and 100,000 miles than any other make of car manufactured, either American or foreign—

And They Are Still In Daily Service!

Buicks From $1060 to $1800 F. O. B. Los Angeles

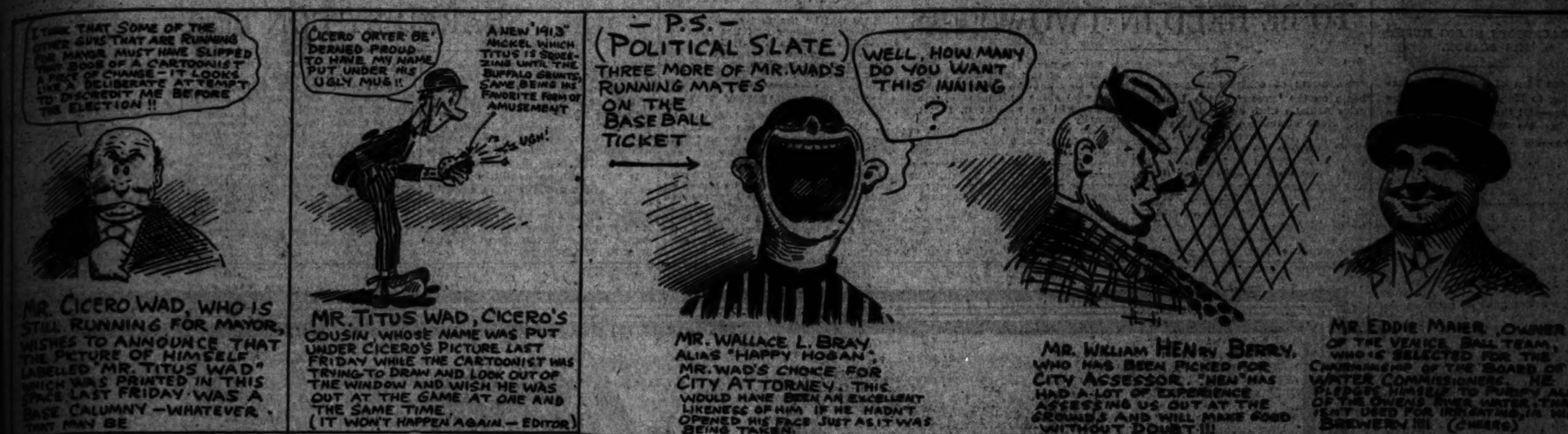
HOWARD AUTO COMPANY

Salesroom and Service Dept.
10th and Olive Sts, Los Angeles.

Used Car Department
1148-50 So. Olive St.

SAN FRANCISCO PORTLAND OAKLAND

If Mr. Wad Isn't Elected Mayor It Won't Be on Account of the Rest of the Ticket!—By Gale



On With the Riot.

LOCAL FANDOM DELVING DEEP IN MYSTERY OF ELUSIVE MUSE.

...a young pitcher named ...
... all round Hogan's ...

... he gets through,
... nothing to do
... poor Hogan's wreck.

... has moved down to Venice ...
... thought that he'd be quite ...

On second he's fast,
And as captain he'll last,
And he gives all the pitchers a fear.

One speedy young player, Carlisle,
He makes all the poor backstops bile.
He runs bases so fast
You can't see him go past,
And the wind keeps on whistling awhile.

GIRARD F. BAKER,
No. 1236 Crown Hill avenue.

Fly the Pennant.

Of all the ball clubs from coast to coast,
The Angel club is our best boast.
Cap Dillon, he is cool and heady,
And the players they are fast and steady,
So fly the pennant from our park post.

FRANK LENK,
No. 1406 Arapahoe street.

Every Little Movement.

Every little movement is a dream,
So they say about the Venice team,
But when Dillon's pennant winners
Silence Hogan's noisy sinners,
Things won't be just exactly as they seem.

Merry Old Flea.

Old Hap Hogan was a merry old flea,
A snappy old bug was he.
He tried to land
The pennant and
Was nosed out by old Cap. D.

Nov. 5, 1913.

Hap stood on the side line crabbing
While the pennant the Angels were grabbing.
The old hound was sore,
He could stand it no more,
And he's now in the bug-house blabbing.

Lament.

"Oh, where was my wandering heaver today?"
The fans heard Hogan to old Brash say,
"He has lost his speed
And gone to seed,
And the pennant's with Cap. Dillon to stay."

Umps Allaround.

Umps beside him, umps behind him,
umps fernist him saw Hogan.
But "I'll niver give up," is me slogan,
I'll cop that old rag,
Pot, boodle and bag,
As sure as me foot's in me brogan.

A. N. ONYMOUS,
No. 1044 West Thirtieth street. P. S.—Pretty sloppy.

After the Ump.

To a ball player named Hap Hogan,
The umpire had spoken.
You must leave this field at once.
You have violated all rules,
With the fans for your tools,
Made the umpire feel like a dunce.
Hap Hogan left the field with expression of sorrow,
In the game just the same if you wait,
Take it straight, it's Hogan's game tomorrow.

A. L. C.
No. 2904 South Grand Avenue.

A Killin'.

There was a ball player named Hogan,
And heaps of hot air was his slogan;
He went up against Dillon,
Who made a great killin',
And kicked him all round with his brogan.

PERCY CAJONES,
No. 633 WestFifteenth street.

Crabb Canned.

There is a pitcher named Crabb,
Who tries to put the ball over the slab.
He might make it go,
If he isn't too slow,
But if he don't he can't crab if he's canned.

W. O. TRIPP.
Alexandria Hotel.

JUDGES SELECTED FOR CONTEST.

The committee chosen to weigh the important matter of selecting the two best limericks from the poetical flood that has come into the Times office will be composed of C. C. Parker, Clarence Drown, Henry Berry, Ed. Maier and the editor of the Times Pink.

The contest is to close next Friday and the following week the committee will meet and make the decision, which is to bring much baseball bliss to a pair of fans. It might be well to state that the limericks are to be judged as to subject matter and correctness of rhyme and nothing but real limericks will be considered.

Play Ball.

There's a lively old boy they call Hap;
For the Angels he don't care a rap;
You will see him each day,
With his mouth full of hay,
Trying to get the goat of our dear Cap.

There's an Angel in town they call Moore,
Who they have on exhibition between two and four;
So if you are out for a lark,
Take the car to the park,
And watch him tag them out by the score.

Just a word about this boy Ryan,
Who pitches with pride for his nine;
Now take it from me,
It is one, two and three,
So, I guess that's a pretty good sign.

VAWTER, JR.,
No. 320 Byrne building.

Take a Drink.

The Angels' "good angel" is Berry;
He is always good tempered and merry;
When his team beats mad "Hap,"
And on top comes old "Cap,"
He will stand something stronger than sherry.

A mighty good sport is Ed Maier,
Who denies it, is naught but a liar;
He has a fine club,
Which the others can't drub,
And is sure to get second or higher.

L. A. has a catcher named Boles,
Who extracts many pitchers from holes;
When his team comes to bat,
He's a whale, too, at that,
And he helps to get runs in by shoals.

EDW. COOPER,
No. 402 West Fifty-first street.

A Riot of Verse.

The Angels' third baseman, "Old" Moore,
Is generally well to the fore;
In the field he's a peach,
And has such a long reach,
That he gets pretty doubles galore.

Now comes the old Tiger, Carlisle,
Who certainly fields in grand style;
When he makes triple plays,
As in not distant days,
His face gets quite lost in his smile.

That's a great Venice player, John Kane;
Of pitchers, quite oft he's the bane;
For he hits to the fence,
And his running's immense,
And he makes all the fans go insane.

Roy Brashear's a boy short and thick,
But he fields mighty sure, clean and slick;
And he's good at the plate,
As a fact, I must state,
He's too fine for this poor limerick.

EDW. COOPER,
No. 402 West Fifty-first street.

Hogan Named Hap.

We have a young Hogan named Hap,
Of the Venice bunch he is the cap.
When they're in a game
You can easy tell same
By the noise that he makes with his yap.

Dillon's team is an angelic bunch,
For two days Tiger meat was their lunch;
They may lose a few—
But it should worry you;
The pennant is theirs—that's our hunch.

This Hogan is not a bad fellow,
We don't think he is at all yellow;
But when he does lose
There is no choice to choose
But to say that Hap surely can bellow.

If the Angels continue to keep
At the top of the coast leaguers heap,
Of course we won't care
To know they are there—
But won't it make Venice feel cheap?

H. J. BROWN,
No. 204 North Fremont.

A Little Salve.

A paper in our town called The Times,
Has every one bugs about rhymes,
Those that are witty
Are sending their ditty
And are patiently awaiting their fines.

Cap Dillon has a team that's not slow,
They hit the ball and they go.
They are mighty fast,
And won't be last,
For they will win the pennant ye know.

Have you read the disaster of late,
Oh my! Oh my! What fate.
The bases were full,
And the crowd did pull,
When Johnson run 'em all to home plate.

E. IRVIN,
No. 1933 East Second street.

A Whole Chorus.

Oh, Venice, oh, Venice, we like you,
Youre the pride of the south, you bet,
And whenever you play,
Be it here or away,
The fans will say they will get that pennant yet.

And with Happy Hogan as a leader
They will bring home the flag this year sure,
For they play on the square,
And I know they are all there,
For I love you, our Venice Tigers.

MRS. A. SIMON,
No. 126 West Thirtieth st.

Oh! The Man of the Hour.

The man of the hour is Berry,
Whose head, you all know, is not hairy,
But full of brains
Which he often strains,
To make L.A. baseball fans merry.

HARRY C. HIGGINS,
772 Pacific Electric building.

OLD HAM'S HAMMER.

So Tham Langford is having a hard time over in Australia. Are not Joe Jeanette, Jim Barry and a lot of Australian fighters over there? Strikes me if I had four or five meal tickets hanging around, I should worry.

The fact that they are going to have an indoor golf tourney here soon, reminds me that anyone can play indoor golf. All you need is an ingrowing conscience when the Assessor's deputy comes around, two sticks and nothing to do until tomorrow, and not then, if all the clerks have not been down to Venice the night before.

Kid Dalton may not be the best fighter in the world, but he has the sense to work for some electric or iron company in town. God bless him, for he is one prize fighter who is not afraid of work. He is a real champion in his way, for I have not seen his name in the police court calendar. That's worth something.

I see that Tom McCarey is thinking of buying an auto. He had a chauffeur run it around the block yesterday and it came back without having climbed any telephone poles. Still, Mac thinks he should be equipped with spurs or climbers for just such a possibility and until some guy presents him with such, the chances are that he will not buy any more automobiles. One bad thing about autos is that one is always tempted to drink the gasoline when you are a long ways from town or a country drug store. That's one reason why I don't have one.

I believe that McCarey should put that fighting chauffeur on for one of his Vernon fight cards after all. All of us should stand in with the chauffeurs for they can get you back from Venice lots of times when you can't get yourself back. If he loses he'll make it up on the first trip to Baron Long's. It's a good thing to encourage them, for they have saved lots of prominent business men from buying sealskin sacks.

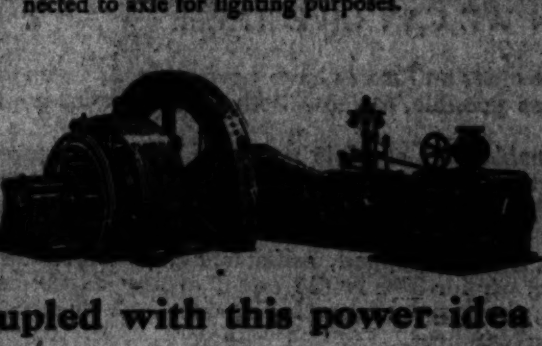
Abe Attell, who is supposed to be down and out, beat Jimmy Walsh the other night and this must have been because Abe had some real good thing in the second race the next day. I'd like to see Abe fight Kilbane if he was promised a two-bit ante poker game after the fight, with a $20 limit. Johnny would be champion just till about fifteen minutes before they were to deal the first hand. He is a safety player, for he never wins unless he just has to.

He immediately apologized to those participating in the scene with him but failed to go any farther.

A Simple Idea Behind a Simple Starter

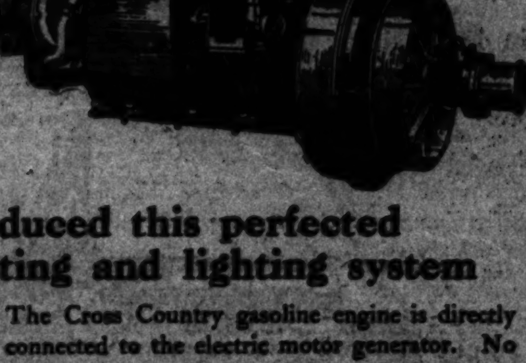
This electric lighting idea

Every Pullman car in the land is giving a daily demonstration of the Cross Country electric lighting system. Motor generator directly connected to axle for lighting purposes.



Coupled with this power idea

Allis-Chalmers direct current generator directly connected to a heavy duty Corliss engine. This is the type used in the Jeffery factory power plant—but much smaller.



Produced this perfected starting and lighting system

The Cross Country gasoline engine is directly connected to the electric motor generator. No chains; no gears; not even an extra bearing.

IT is not strange that the ideal self-starter grew out of a simple thing. For many years a great corporation has been making motor generators to attach to the axles of Pullman cars for lighting purposes. The application is direct and the light generating capacity positive. One day a man attached a similar motor generator to a gasoline engine and by a simple arrangement made it serve as the fly wheel. He simply adopted a principle proved practical by the builders of the great Allis Chalmers power generators. It is not a new, untried experiment, but an old principle simply applied to a new use.

THE attachment of the electric generator to the Cross Country gasoline motor is not an after-thought. Little weight is added. There are no extra bearings, no chains, gears or belts. The parts are large and substantial. There isn't a single delicate piece. The result, of course, is efficiency.

STOP and listen when you see a Cross Country owner starting his car. Even in the most quiet street the sound will hardly be audible. You will recall that some puff, others grind and a few squeal. This one operates quietly, starting the motor without jerk or jar. There is only one operation. Others require three. The lighting system is positive and the lights brilliant. You will know the Cross Country if you meet it on a country road on a dark night.

A beautiful four-color reproduction of the Cross Country, from an oil painting by R. Philip Brainard, is ready for mailing. See the Cross Country by all means, at any Jeffery branch or dealer's display room, but send for the picture anyway.

Rambler Motor Cars

The Thomas B. Jeffery Company
Main Office and Works, Kenosha, Wisconsin
Branches: Boston, Chicago, Milwaukee, New York, Philadelphia, San Francisco

The W. K. Cowan Company
1140 South Hope St.

Youth in Front.

YOUNG CATCHERS AFTER VETERANS.

OLD BACKSTOPS BEING RUSHED THIS SEASON.

Famous Men of Big Leagues Beginning to Heed the Call of Time at Last—All the Major Clubs Are Loading Up With Fresh Talent for Coming Year.

One by one the battery men pass, heeding the voice of time. Not so very long ago the box scores revealed the names of Frank Bowerman, Malachi Kittredge, Jack Warner, Billy Sullivan, Johnny Kling. The first three named are gone from the big leagues.

Sullivan, the old war horse of the White Sox, and Kling, late of the Braves, are still in the major ring, but they are about done as catchers. Sullivan is as slow as a push cart now. Kling caught seventy-four contests in 1912, but his receiving was not up to the Kling standard. So Boston released him.

Then there are three other veterans of a later period who will not be seen in upper crust circles this season. They are Gabby Street, Charley Schmidt and Jimmy Stephens.

To fill the places of the stars who have faded and to succeed those who are yet to fade, major league clubs have loaded up with young catchers. Not in years has there been such a splendid entry of highly press-agented juvenile backstops as will be found on the various rosters this spring.

WILL NOT MISS SULLIVAN.

There is Schang from Buffalo, for whom every club in both big circuits had a draft in. Connie Mack was the lucky one and he grabbed him. Last year Schang was the resounding, sparkling sensation of the International League. Boston has Cady, who was the real noise in the world's series; 1912 was his first major year. Boston has Thomas, a recruit from Newark, who caught ten or twelve games at the end of last season, and Nunamaker, who was going finely until an injury retarded him.

Comiskey won't miss Sullivan. The old Roman has two able new men in Ray Schalk, whom he purchased from Milwaukee, for a sum said to be $10,000, and Red Kuhn, heralded as a wonder. George Stovall will experiment with an untried catching staff, but it won't be surprising if he develops a pair of receivers capable of going the gait in regular style. They are Alexander and Crossin.

The Yankees landed a good bet in Sterrett, Princeton College boy, if expert testimony counts for anything. Sterrett caught some and played first base for the Yanks, hitting .265 and fielding grandly. Frank Chance, it is expected, will use him exclusively behind the bat this year.

FRENCHMAN PROMISING.

In Rondeau, a young Frenchman from Jersey City, Detroit apparently secured a first-class running mate for Oscar Stanage and a valuable addition to his colt string, consisting of Kocher and Onslow, who have had little experience in the main tent. Rondeau has a better catching record than Schang, and hit .313.

Clark Griffith is probably better fortified with youthful marksmen than any manager in the American League. On Griff's team are Henry and Ainsmith, regarded by many as the best in the American League. Henry has been in the league two years and Ainsmith a year and a half. Williams is a one-year man.

Cleveland has a likely catcher in Steve O'Neill, who has had a year's experience in Johnson's organization. Fred Carisch, though not a springer, is a newcomer in the American and he, too, is a valuable player.

PRINCETON STADIUM TO RIVAL ALL OTHERS.

[Special Correspondence of The Times.]

NEW YORK, March 31.—The big football stadium which is being planned for Princeton will, according to the statement credited to Dean Howard McClenahan, chairman of the athletic control of the university, rival the Harvard Stadium and the amphitheater contemplated by Yale.

Dean McClenahan, with the committee composed of three members of the faculty and three members of the alumni and three undergraduates, compose the body governing athletics at Tigertown. The plan is to build a stadium to seat 50,000 persons. The project will cost about $300,000, and already pledges for more than $100,000 have been received from Princeton adherents. According to the statement credited to Dean McClenahan, this amount is sufficient to assure the building of the stadium. The committee of athletic control will soon take the matter up with the graduate council of Princeton for its approval.

"The stadium," said Dean McClenahan, "will be of steel and concrete, oval in shape and open at one end, and similar in shape to the Harvard Stadium. We own the necessary land adjoining the baseball diamond. Plans have been made and estimates prepared, and our committee will shortly meet with the graduate council to go over this important matter, and I hope will definitely settle the details. This matter has very recently taken shape, and I am sure Princeton's sons will respond to the call nobly."

ALL-YEAR TRAINING FOR FOOTBALL TEAM.

With the calling together of the candidates for the 1913 Wolverine football team soon, Michigan will inaugurate a system of all-year training for football men that will not only be an innovation in western college football circles, but which ought to tend toward the better development of the 1913 Michigan eleven.

Coach Yost and Capt. "Bubbles" Paterson of the 1913 team held a conference on the matter at the recent smoker given by the University Club of Detroit to the Michigan football players. They decided to try out the scheme now instead of letting the meeting of the next year's football men go until spring, when the plans for the next season are generally perfected.

If the plan goes through as expected, the men who are regarded as the best material for the 1913 eleven will be asked to participate in winter practice. It is the plan to hold indoor workouts from time to time in the gymnasium, where the men will be given instruction in passing and catching the ball and perhaps in the perfection of plays.

RED RUBBER TUBE.

The Miller Rubber Company in line with its policy of steady progress has put a red rubber inner tube on the market, and its makers claim that it eclipses anything of the kind ever offered before.

How About This?

INDOOR GOLF TOURNEY TO BE HELD IN TWO WEEKS.

LOS ANGELES is to have its first indoor golf tourney this month in a series of contests that are to begin on the "green" at the Los Angeles Athletic Club on Monday, April 21. None of the golfers of this city, with but a few exceptions, have seen this new game yet and it is expected that there will be at least forty entries. There are already about thirty and more are promised.

There is to be a qualifying round of 36 holes, which is to be followed by the usual match play and those who are inclined to scoff at the indoor game, should try it at once and see how difficult it really is. There is nothing of the snap stuff about it in any way but the chances are that those who shine at approaching and putting, will do well at it, for it is primarily a short stroke game.

Up to the present time there are about thirty entries and among some of these are George Cline, Ed Tufts, Norwood Howard, S. S. Parsons, Robert Tatum, Jack Tehan, Hugo Johnstone and Conde Jones and these should furnish all the golf that is required.

Entries are to close at 2 o'clock on the afternoon of April 18, and all those who desire to be in this novel tourney should not fail to sign for the event. The principal trophy will be a cup offered by The Times. The "course" has been laid out for about a week at the Los Angeles Athletic Club and all those who have not yet entered can try themselves out over it.

This will be the first occasion that any regular indoor golf has been offered the sports in this section of the State. Entries can be made at the Los Angeles Athletic Club or with the Dyas-Cline firm.

NEW PIERCE-ARROW MAN.

R. C. McClay has been added to the W. E. Bush forces in the capacity of general superintendent. He will have charge of the Pierce-Arrow garage and shop from the salesroom back. McClay is not only an experienced mechanical engineer, but he knows all ends of the automobile business and will be in charge of the service department. He will always be on hand to greet the Pierce owners and see that their cars are giving perfect satisfaction.

His Suggestion.

HONORS OF INTER-CITY RACE SHARED BY DON LEE.

IT IS only right and just that Don Lee's Cadillac should have the honor of being one of the first entries in the Los Angeles to San Francisco road race which is to be run July 4. The Cadillac now holds all Coast and valley road records and these marks will undoubtedly stand until the race is run and possibly long after.

It has not been definitely decided as yet which route will be selected, but it is generally expected that the valley road will be used. The Cadillac holds the valley record, Charles Soules having driven from Los Angeles to San Francisco in 17hrs. 5min. The former record of this course was also held by a Cadillac.

The record from Los Angeles to Bakersfield is 4hrs. 32min., and to Fresno, 8hrs. 38min.

The fastest intercity records are over the Coast road, the Cadillac having gone from Los Angeles to San Francisco in 14hrs. 49min. On this trip the car, after remaining in San Francisco, was turned about and completed the round trip in 33hrs. 5min. This was over six hours faster than the run was ever made before, as no car has ever made the one-way trip as fast as the Cadillac. The round trip has never been attempted.

Overland

Winter—The dullest season— was our most active shipping period

THE three deadest months, in the automobile business, are December, January and February. During this period some automobile factories shut down altogether.

With us it has been just the reverse. We have been shipping over 140 cars a day for the last six months.

Right now, we are delivering over $1,000,000.00 worth of Overlands every single week.

Our great factories can make no more than this. The demand forced us to manufacture as many cars in the dull season as we planned and prepared to in the height of the best season—which is from April on.

The urgent demands for the 1913 Overland have broken and established new production records every day.

In seven months we have shipped over twenty-one thousand cars.

This is just over 85% more than we delivered up to this time last year.

Every section, state and town in the country is ordering in excess of its contract—and it is utterly impossible for us to supply the cars.

You can judge the demand from the following figures:

Here are some state and city increases:

Last year North Dakota took 300 Overlands; this year they have contracted for 755; an increase of 152%—and they want more.

Last year Minnesota took 625 Overlands; this year they have contracted for 1110; an increase of 78%—and they want more.

Last year Iowa took 1595 Overlands; this year they have contracted for 2555; an increase of 61%—and they want more.

Last year Saskatchewan, Canada, took 100 Overlands; this year they have contracted for 250; an increase of 150%—and they want more.

Last year Alberta, Canada, took 100 Overlands; this year they have contracted for 250; an increase of 150%—and they want more.

Last year Manitoba, Canada, took 100 Overlands; this year they have contracted for 250; an increase of 150%—and they want more.

Last year Milwaukee, Wis., took 600 Overlands; this year they have contracted for 1000; an increase of 66⅔%—and they want more.

Last year Dallas, Texas, took 400 Overlands; this year they have contracted for 600, an increase of 50%—and they want more.

Last year Sioux Falls, S. D., took 400 Overlands; this year they have contracted for 600; an increase of 50%—and they want more.

Last year J. W. LEAVITT & CO., our Pacific Coast distributors, used 2108 OVERLANDS—this year they have contracted for 4000 and want more. We have already shipped them 2700 1913 OVERLANDS. THEY WILL BE ABLE TO SELL MORE THAN WE CAN GIVE THEM.

The above cities and states have been picked, in as many different localities as possible, to show both national consumption and increase.

To reasonable and sensible people the above figures prove one very important point in particular; that the majority of car buyers realize that an Overland offers more car for less money than any other car in America.

This completely equipped, self-starting, 30 horsepower, five passenger touring car for $985 is the equal of any $1200 car built. It has the power, the speed, the seating capacity, the construction, the comforts and conveniences.

No car is made better. Being built in the largest, most completely equipped and most modernly appointed factory in the industry, you get in this car the same manufacturing methods used by the makers of the very highest priced cars. Our methods of production are just as thorough, just as painstaking and just as exacting. Our materials and cars are subject to the same rigid inspections and tests as the highest priced cars made.

Judge the value by the demand—and you'll always save money. We are now over 7,000 cars behind our "immediate shipping orders"—and it is still the latter part of the dull automobile season.

Figuring from the present pressure for Overlands, it is difficult to calculate what the demand will be when the spring season comes. It is safe to assume that we will be swamped.

We would advise quick action if you want an Overland. Delay will not only mean a longer wait for your new Overland, but possibly you will be unable to get one at any price.

Enter your order now, and you may get your Overland when you want it. We candidly advise you to see the Overland dealer in your city without delay. And as a final suggestion—take one more look at the above figures.

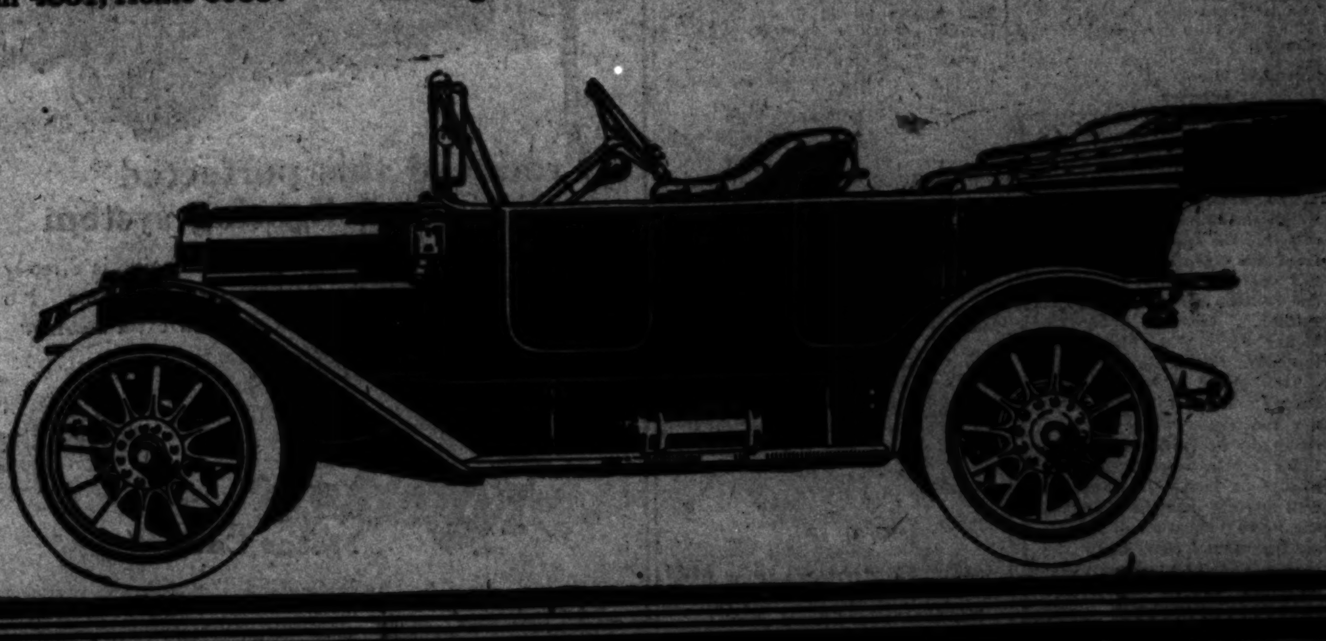
The Willys-Overland Company, Toledo, Ohio

J. W. Leavitt & Co., Pacific Coast Distributors, 1235 So. Olive St.

Telephone Main 4831; Home 60537 Investigate the Leavitt Easy Payment Plan Deliveries NOW

$985
F. O. B. Toledo
Completely equipped

Self-starter
30 Horsepower
5-Passenger Touring Car
110-inch Wheel Base
Timken Bearings
Center Control



$985
F. O. B. Toledo
Completely equipped

Bosch Magneto
Warner Speedometer
Mohair Top and Boot
Prest-O-Lite Tank

All One Way.

[illegible]LVES SHUT OUT BY OAKS.

[illegible] Killilay Heaves One of His Good Games.

[illegible] Shultz Does Fine Work for Seven Innings.

[illegible] Takes His Place and Shows His Class.

[BY DIRECT WIRE TO THE TIMES.]

SACRAMENTO, April 5.—[Exclusive Dispatch.] The tried and proven [illegible] machine that won a Coast [illegible] pennant last year, showed [illegible] of its championship class today, with Jack Killilay pitching [illegible] ball in the pinches and aid[illegible] of luck there was in [illegible] the slugging Oaks batted [illegible] Shultz out of the box in the [illegible] inning and sewed up the game [illegible] the Sacramento Wolves on the [illegible] end of a 6-to-0 shutout. [illegible] boys were full of fight [illegible] way and had men on the [illegible] every frame except the seventh. Killilay had the goods in the [illegible] and whatever he lacked [illegible] made up by the per[illegible] with which line drives off [illegible] bats sought speedy [illegible] places in Oakland gloves.

TOOTS IS THERE.

[illegible] Shultz, one of Wolverton's [illegible] who came here from [illegible] Nationals with a reputation of a star pitching career in [illegible] circles, showed everything anybody could ask for, for [illegible] innings and until the disastrous [illegible] frame he easily held his [illegible] Killilay in what gave promise of being the hardest-fought game [illegible].

[illegible] for appearances. It was [illegible] hard game of the season [illegible] and he weakened perceptibly at the start of the eighth inning.

ALL AT ONCE.

[illegible] a sacrifice and three [illegible] were registered in that eighth [illegible] George Harden went to [illegible] to the rescue of the Dutch [illegible].

[illegible] started the inning with a [illegible] Schirm sacrificed; Zacher and Coy singled to right center, [illegible] Leard when the ball [illegible] over Moran's head; Hetling [illegible] second, scoring Zacher. [illegible] singled to left, scoring Coy. [illegible] relieved Shultz after three [illegible] filtered in, and but for an [illegible] Bill Kenworthy, who was [illegible] to complete a double [illegible] Harden would have pulled [illegible] without further scoring. [illegible] started by walking Cook. [illegible] Rohrer hit to Stark, [illegible] to Kenworthy to force [illegible] second, but Kenworthy [illegible] the throw and Hetling and [illegible] home with the fourth and fifth runs of the inning. Killilay [illegible] Cook at third; Bill Leard [illegible] for the second time in the [illegible] but Schirm spoiled the [illegible] for further scoring by popping to Stark.

[illegible] had already rung up one [illegible] the fourth frame when [illegible] by rattling the right[illegible] for two sacks. Zacher's [illegible] Schirm to third, whence he [illegible] Hetling singled to Stark, [illegible] made a wonderful one-[illegible] stop of the drive back of [illegible] but his to get his man at first. [illegible] had preceded Hetling to first [illegible] a walk, and when Coy [illegible] second on Hetling's hit, [illegible] the ball over to Kenworthy in time for a force out. This [illegible] peculiar situation of a safe [illegible] force out being scored on [illegible] play.

[illegible]

NEW CHAMP.

[illegible] Up at Extra Hole for [illegible] in North and South [illegible] Held at Pinehurst.

[BY DIRECT WIRE TO THE TIMES.]

[illegible] (N. C.) April 5.—[illegible] Hopping of Greenwich, [illegible] the championship trophy [illegible] annual United North [illegible] Amateur Golf tournament [illegible] defeating Hamilton K. Kerr, [illegible] the thirty-seventh green. [illegible] end of the morning round [illegible] 2 down. In the afternoon [illegible] five holes were halved, [illegible] a lead of 2 up on the [illegible] and halving the twenty-[illegible] play. Topping [illegible] match on the thirty-third [illegible] the thirty-fourth, won [illegible] and lost the thirty-[illegible] and took the extra hole.

[illegible] championship consolation, [illegible] of Inverness defeated [illegible] of Foxhills, 3 up and [illegible].

[illegible] winners in the order [illegible] of Midlothian, Ill., [illegible] Wheeling, W. Va.

Rev. T. A. Cheatham, Salisbury, N. C., M. W. Pinckney, of Homewood, Chicago, and R. A. Sigert, of Bethlehem, N. H.

The closing tournament of the schedule is set for April 10, 11, and 12.

TESTING AUTO SPRINGS.

Each One Is Subjected to Extreme Pressure and Struck Blows to Reproduce Road Conditions.

"Out in the inspection department of most automobile factories," says W. M. Lee of the Regal service organization, "there is a powerful pressure scale connected to the overhead network of belts and wheels. It is a machine designed for the testing of automobile springs and has proved an important factor in the reduction of automobile spring breakage.

"An attendant, by means of this powerful scale, subjects each spring to even greater pressure than it will encounter in the finished car. By moving a handy lever he can raise or lower the horizontal table on which the spring is carried. When raised, the highest point in the arch of the spring presses against a heavy lever. Then the spring flattens out, and while submitting to this pressure, raises a heavy weight.

"A dial at the top of the machine registers the number of pounds of pressure to which each spring is tested. In the best factories, every spring must test a certain pressure and if it proves defective under the terrific strain, is promptly rejected. To further determine whether the spring comes up to the specifications of the engineering department, the attendant strikes it several blows with a mallet. This is done while the spring is under pressure and is equivalent to its receiving a severe jolt when mounted in the finished car."

The De Laval Cream Separator Company has just bought fifteen Cartercar roadsters. The De Laval Company knew what hard usage the cars would be subject to on country roads and the Cartercar was only selected after an exhaustive inquiry.

The separator company dispatched experienced men to the districts where the cars would be called upon to give service and in the uncongenial surroundings of Southern Illinois the gearless transmission was investigated. Owners of Cartercars in these districts were warm in their praise of them. They said it never quit on hills and fairly played with the sandy roads because of its infinite number of speeds. No mechanical mystery about the Cartercar was their verdict, everything simple, but efficient.

GOODWIN ON TOUR IN HUDSON LIMOUSINE.

Nat C. Goodwin, whose tour in "Oliver Twist" will commence tonight at the Spreckels Theater, San Diego, and extend as far north as Edmondton, and as east as St. Paul, will cover the entire distance in his six-cylinder Hudson limousine.

Goodwin's tour has been so arranged that the actor can make the distances between the different stops on tour without having to make use of the railroads at any time.

The actor left yesterday afternoon for San Diego and expects to reach the Spreckels Theater before his company arrives on the Santa Fe.

Goodwin has been a user of the Hudson car for the past two years. Last season he drove a "33" with such satisfactory results that when Manager H. L. Arnold of the local Hudson Sales Company discussed the 1913 six-cylinder with him, the star of "Oliver Twist" gave an order for the first limousine to reach the city.

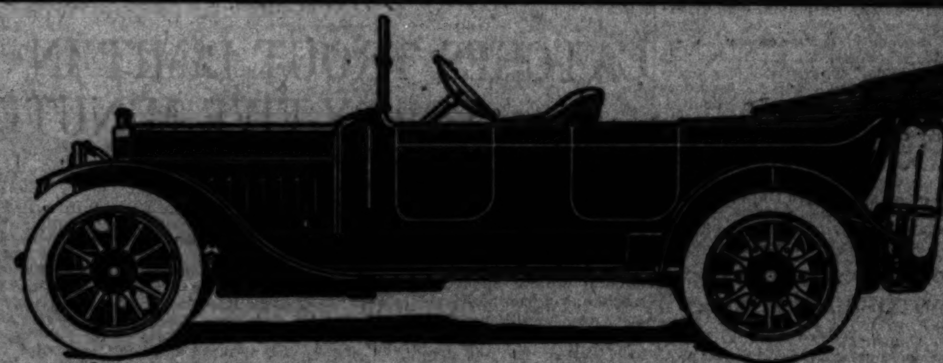
During Goodwin's recent appearances in "Oliver Twist" at the Morosco Theater, he used his Hudson car to splendid advantage, "making up" for the part of Fagin every night while on the way from his Santa Monica home to the theater and immediately after the final act of "Oliver Twist" transforming himself once more to Nathaniel C. Goodwin, citizen of Santa Monica, on the return trip to his oceanside residence.

Moore and Page.

There is a young fellow named Page,
Who often flies in a rage.
When he swings at the ball
And don't hit it at all,
He wishes he'd stayed on the stage.

There is a young fellow named Moore,
Who pegs 'em out by the score.
When they hit them his way
The ball don't get away,
Which makes the enemy sore.

GEORGE A. KEIM.



Dealers! We are Closing Territory for 1913 Midland

Here is a car you can sell against anything on the market.

It is built essentially for comfort—extra roomy tonneau; deep, spacious rear seat; ample space in driver's compartment. Wide doors. Low center of gravity, so you sit low in the car.

The construction is strictly up-to-date. Left-hand drive, center control; T-head motor; three-point suspension; long wheel base and three-quarter elliptic springs in the rear.

Your buyers want such standard features as these: Bosch Magneto, Gray & Davis Electric Lighting and Starting System, Rayfield Carburetor.

The body design is as clean-cut as a racing yacht, the running board free from obstructions, every line is captivating in appearance. Where can you find a car at such a price that combines all these advantages?

Liberal Advertising Arrangement

We will aid you in advertising the Midland in your local papers over your name as dealer. Write at once for full particulars and special proposition.

SPECIFICATIONS

Model T 4-40—5-Passenger

123½-inch Wheel Base; T-Head Motor, stroke 4½x5 inches; Atwater-Kent 1914 Model Ignition; Gray & Davis Electric Starter and Lighting; Three-Point Suspension; Rayfield Carburetor; Circulation Splash Self-Contained Lubrication; Left-Hand Drive, Center Control; Selective Type Transmission, Three Forward Speeds and Reverse; Rear Axle Full Floating; Front Axle I-Beam Drop Forged; Demountable Rims; Tires 34x4 inches; Springs, front, Semi-Elliptic; Springs, rear, ¾ Elliptic, 50 inches; Metallic Body, Hand-Buffed Leather; Silk Mohair Top; Insert Electric Dash Lamps; Warner Auto-Meter.

Model T 6-50—5-Passenger

Left-Hand Drive, Center Control; Bosch Magneto; 135½-inch Wheel Base; T-Head Motor, 4x5-inch Stroke; Electric Starter and Lighting; Rayfield Carburetor; Circulation Splash Lubrication; Three Forward Speeds and Reverse; Full Floating Rear Axle; ¾ Elliptic, 53-inch Rear Springs; Tires 36x4½ inches; Body, Metallic; Hand-Buffed Leather, 11-inch Upholstering; 17 Coats; Silk Mohair Top; Insert Dash Lamps; Clear Vision Windshield; Warner Auto-Meter; Rear Double Tire-Irons; Full Set Tools.

MIDLAND INSTANTANEOUS SERVICE
Eliminates long delays in waiting for adjustments or replacements. Your customers will appreciate this. Ask us about it.

T 4-40 $1,685 MIDLAND T 6-50 $2,385

MIDLAND MOTOR CO.
East Moline, Illinois.

Times Marathon.

(Continued from First Page.)

condition and the contest is also a hard strain on the muscles. The result is that he will not last long and his performances are affected by the long rests between contests.

Out of the 173 entries in The Times Marathon last year, half of these contestants are to run again this year in addition to the many athletes who enter for the first time, in a Marathon race. Out of this number some fast men should be discovered who will show up well in the other Marathons which are to follow later in the season.

It is the desire of the directors of The Times Modified Marathon to get as many athletes interested in the sport as possible, with the idea of developing a squad of fast men who will compete for the national championship title and the trip to the Olympic games at Berlin in 1916.

SANTA CLARA WINS.

SAN JOSE, April 5.—[By A. P. Night Wire.] Santa Clara defeated the Olympic club this afternoon in the first track meet of the season on the college oval by a score of 77 to 54. Ed Haskany broke the Santa Clara record for the high jump, clearing the bar at 6 ft. 1 1-2 in. Michael Kealy set a new world's junior record for the 56-pound weight over the bar, by throwing it 14 ft. 9 in. high.

Longest Game.

TWO PHILADELPHIA TEAMS PLAY EIGHTEEN INNINGS.

[BY A. P. NIGHT WIRE TO THE TIMES.]

PHILADELPHIA, April 5.—The Philadelphia Americans and the Philadelphia Nationals today played the longest inter-league baseball game in the history of the two major organizations.

The contest was called at the end of the eighteenth inning on account of darkness, with the score standing 2 to 2.

Brown, the Athletics' young right-hander, pitched the entire game and was hit safely thirteen times while the Phillies used Alexander for five innings, Chalmers two and Brennan eleven. They allowed the former world's champions a total of only ten hits.

The Americans got the jump on their local rivals by scoring their only two runs in the first inning. E. Murphy singled and went to second on Oldring's sacrifice. Collins and Baker walked and Murphy and Collins scored on a single by McInnes. Sharp fielding kept them from the plate thereafter.

The Phillies made their two tallies in the ninth.

After Knabe had been thrown out, Capron singled. Lobert hit to Baker, who threw wild to Collins and Capron went to third. Miller singled, scoring Capron, and Lobert came home on Luderus's sacrifice fly to center.

Score:	R.	H.	E.
Americans	2	10	1
Nationals	2	13	1

Batteries: Brown and Egan; Alexander, Chalmers, Brennan and Dooin, Killifer.

FORD THE UNIVERSAL CAR

Own your car—don't let it own you. A new Mr. Dooley rises to remark that there are only two kinds of cars—"the Fords and the can't affords." You'll want a Ford when the season is on. Then buy it today.

There are more than 220,000 Fords on the world's highways—the best possible testimony to their unexcelled worth. Prices—runabout $525—touring car $600—town car $800 f.o.b. Detroit with complete equipment. Catalogue from Ford Motor Company, Olive and 12th Sts., Los Angeles, or direct from Detroit factory.

No-Rim-Cut Tires 10% Oversize

The Truth

One may be sure that Time and Meters tell the bare, plain truth on tires.

False claims may have a brief effect. But you may depend that the tire which leads in the long run has made its claims come true.

We ask you to judge the Goodyears by the place they hold after fourteen years' comparison.

The Top Place

Goodyear tires, by long odds, are the most popular tires in the world.

The demand has grown like an avalanche since motorists found them out.

Last year's sales by far exceeded our previous 12 years put together. And this year's sales to users is running twice as large as last.

The Verdict of 300,000

Over two million Goodyears have gone into use, on perhaps 300,000 cars.

So this matchless demand embodies the verdict of 300,000 men.

Not men who are guessing.

These are days of metered mileage. Men are watching tire upkeep.

No doubtful advantage, no petty saving, brought this flood of favor to No-Rim-Cut tires.

It Was This

It was the fact that these new-type tires ended the ruin of rim-cutting.

These oversize tires, under average conditions, added 25 per cent to the tire mileage.

And the Goodyear experts, better than others, solved the problems of tire endurance. You'll find this out, as others have, when you make the test.

Write for the Goodyear Tire Book—14th-year edition. It tells all known ways to economize on tires.

GOODYEAR AKRON, OHIO
No-Rim-Cut Tires
With or Without Non-Skid Treads

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio
This Company has no connection whatever with any other rubber concern which uses the Goodyear name.
LOS ANGELES BRANCH,
723-5 So. Olive St. Phone Home F6094, Bdwy. 365.

All Leading Makers of Electric Cars Have Adopted Motz Cushion Tires

After four years' ceaseless experimenting with every conceivable tire, makers of pleasure electrics have come to realize that the Motz Cushion Tire is best. All leading electric car makers have adopted the Motz, even though it costs them more than other tires. They want to give their customers trouble-proof cars. And they *don't* want tires that allow their cars to be jolted and pounded to pieces.

Thus the great majority of electric owners now use Motz Cushion Tires.

Thus the demand for these tires has increased *ten-fold* in two seasons.

Only the man or woman who won't or doesn't investigate Motz Cushion Tires continues to use treacherous pneumatics or hard-riding solid tires.

Amazingly Resilient and Easy-Riding

New users are simply *amazed* at the comfortable riding qualities of Motz Cushion Tires.

None of the jolts, jars and bumps that *solid* tires give. Riding at night, one could not tell whether his electric were Motz or pneumatic-equipped.

The ingenious application of a mechanical principle made these tires possible.

The double, notched treads (A in picture) prevent skidding and distribute the weight to the sides. The sides are undercut (see B), which

allows free action of slantwise bridges (see C). These bridges are elastic. They give and yield like the air in a pneumatic tire. Note D in the picture, showing shock-absorbing qualities when tire runs over a stone.

Utmost Economy

These tires end punctures, blowouts, tire repair bills and the carrying of extra, emergency tires.

And when it comes to mileage, no other tire is to be COMPARED. We actually GUARANTEE each set of Motz Cushion Tires for 10,000 miles—*two years!*

What more could one ask of tires?

Postal Brings Tire Book

Motz Cushion Tires fit any standard clincher, universal quick-detachable or demountable rim.

Learn more about them. Send a postal now and receive, by return *mail*, our handsome Tire Book. It's a revelation to most motorists. Give specifications—name of car, model, size of rim, etc.

The Motz Tire and Rubber Co. Factories and Executive Offices AKRON, OHIO
Service Stations in All Principal Cities
LOS ANGELES BRANCH,
336 W. Pico St.
Phone Home 25665.

Sacrifice Sale of Automobile Supplies

MR. AUTOMOBILE MAN—Provide yourself with automobile supplies that are right in price and right in quality. For one week we are offering the following great bargains:

	Reg. Price	Sale Price
Pyramid Rubber Matting, per pound	$ .75	$ .30
Perfection Gas Burners	.25	.15
Demountable tire holders, set	6.50	4.00
Regular style tire holders, etc.	2.50	1.25
Rubber steering wheel covers	2.50	1.25
Carriage side lamps	2.50	1.25
Ham's Side Oil Lamps, black enamel, per pair	15.00	7.50
No. 12 Grease Guns	.75	.40
Wool Dusters	1.00	.50
Feather Dusters	2.75	1.50
Standard Clear Vision Windshields (Put on your car free of charge.)	40.00	20.00
Garage Drip Pans	5.00	2.50
10 lbs. finest waste	1.50	1.20
10-lb. can best Carbide	1.00	.50
Liberty Automobile Tubes, strictly guaranteed.		
28x3	3.75	2.50
30x3½	4.75	3.50
32x3½	5.50	3.65
34x3½	6.25	4.00
34x4	7.00	5.00
36x5	9.50	7.25

	Reg. Price	Sale Price
Voltler Electric Horns	$15.00	$7.50
Nay's best Brass Polish Compound (1 lb. makes 1 gal. of best polish)	.75	.25
Automobile Robes at prices ranging from $6.00 to $25.00 to $20. Special discounts from regular prices of 25%.		
Automobile dusters, a large assortment just received and prices ranging from $2.50 to $10.00.		
5-gallon garage cans	2.00	1.00
Gray's Blowout Patches		
3½-inch	1.00	.40
4-inch	1.00	.50
4½-inch	1.25	.60
5-inch	1.25	.65

Jonn T. Bill & Company
953-55 South Main Street
Los Angeles, California

DETROITER

The Detroiter cars embody the best features of the most successful automobiles made and the material used in them is the very best (and this means BEST) in spite of the fact that the price is only

$1000 f.o.b. California.

Do Not Be Misled by Price.

Y. R. Del Valle

1312 South Grand

22209. Bdwy. 3182.

Breaks Record.

KNOX-MARTIN TRACTOR HAULS NINETEEN TONS.

THE Knox-Martin Tractor, owned by M. Lennegan and Son, San Francisco, is daily demonstrating the possibility of handling heavy freight by motor. It is showing to great advantage and is rapidly gaining favor in the northern city. In one haulage last week, the tractor belonging to this firm, handled nineteen tons. Samuel M. Crim, of the Reliance Automobile Company, of San Francisco, agents for Knox tractors, believes there is a great market for the big vehicles.

"The Knox-Martin Tractor hauled the nineteen tons from pier 28, Lombard street, to Howard and Seventh streets in a very few minutes," said Crim, in telling of the feat performed by the tractor. "To have transported this same amount of stone that distance by horses would have easily consumed half a day.

"On the low bed truck attached to the tractor was one piece of granite weighing over eleven and a half tons. Behind the tractor was attached another wagon as a trailer, and on this was a piece of granite weighing eight and a quarter tons. The tractor was able to draw the load easily at the rate of eight miles an hour in the open traffic and never gave the slightest signs of having this great weight to haul."

More Hard Luck.

SEALS MAY BE FORCED TO SECURE NEW GROUNDS.

[BY A. P. NIGHT WIRE TO THE TIMES.]

SAN FRANCISCO, April 5.—J. Cal Ewing and Frank Ish, owners of the San Francisco club of the Pacific Coast Baseball League, are confronted with the problem of having to devise a noiseless ball park if they hope to gain permission of the authorities to construct an enclosure for the national pastime on their property at Twenty-sixth and Valencia streets.

The land they have chosen for a ball park site is within a block of one of the largest hospitals in the city, the management of which has vigorously protested against the petition of the baseball magnates to be allowed to proceed with the laying out of the grounds. There is a city ordinance in existence which restricts noises within one block of a hospital.

Ewing and Ish want this law amended so as to make it apply only to noises in the street and the hospital owners object.

The present attitude of the Board of Supervisors indicates the club owners will have to have a private silencer for enthusiastic baseball crowds or select a new site for a park.

MOTORBOAT NOTES.

The Los Angeles automobile man, A. C. Stewart, has ordered a twenty-one-foot speed launch from a Long Beach firm. It is to be equipped with a fifteen-horse-power Ferro motor and it is expected that it will be launched next week. This boat has been built under cover and it is expected that the other fast ones will have to go some to beat her.

As showing the development of the motorboat industry in the vicinity of Los Angeles along the south Coast, it is only necessary to state that this week marked the arrival here of a carload of canoes, launches and rowboats consigned to a local dealer, who states that one-half of the consignment was sold before its arrival and that he expects to sell two more carloads before the buying season closes in June.

Roland Baruch is having his yacht Genevieve thoroughly overhauled, including changes in the cabin arrangement. He intends to install a new twelve-horse-power Scripps motor in the boat and then she will surely be ready for action in either windy or calm weather.

Just Arrived!

Krebs Motor Truck

1-Ton and 1½ Ton—Automatic Governor Control

BUILT FOR SERVICE GUARANTEED FOR LIFE

Gives Owner Absolute Protection Against Careless Drivers

PRICE:

1-Ton Chassis .... $1525 1½-Ton Chassis $1875

Equipped with celebrated Rutenber 4-cylinder, 4-cycle Motor.

F. O. B. Los Angeles.
We Build Bodies to Suit.

Fred W. Beau de Zart

Pacific Coast Agent.

1231-33 South Main Street, Los Angeles

F3448. Main 2138.

Pacific Coast Agents for Elmore and F. A. L. Pleasure Cars

Some good territory open for live agents.

Some Speed.

CATCHES TROUT LIMIT IN FORTY FIVE MINUTES.

BY AD REED.

"BET you I get the limit in 45 minutes after casting in the first time," said Charlie Glass with a look of absolute assurance to several fellow sportsmen who were exchanging reminiscences about larg catches the other evening.

"Bet you don't get it in an hour," said one of the group, "bet you don't either," said a third speaker.

"Done," said Charlie, "I'll get that limit in 45 minutes or quit the game."

Bright and early the next morning Charlie, with two companions who had agreed to go along to see that he played fair, as well as to enjoy some early sport, left Los Angeles for Redlands.

Arriving there an auto met the party and the start was made for Bear Valley.

Arriving at Seven Oaks dinner was served, and after preparations had been made for an early morning start, the party turned in. Daylight saw them almost in the part of Bear Valley they had mentally selected as being the most promising fishing grounds, and shortly thereafter, the three men climbed out of the machine and started along their various ways along the beautiful Bear Creek after the first trout of the season.

Charlie Glass used white miller flies and soon began hauling them in. A tree had been selected as a meeting place for the three after the first limit had been caught, and the men were timed at the time of separating. In just exactly forty-four minutes Charlie appeared at the tree, with a smile on his face that could be seen a block. The limit had been secured, and all of the beauties ranging in size from twelve to twenty inches. Charlie was afraid some of his friends might not believe his story, so a kodak had been taken along to verify the number and size of their respective catches. Charlie is shown in the picture with his limit catch to offer undisputable proof of his luck on Bear Creek the first day the trout season opened.

Charles Glass,

Who caught limit of trout in forty-five minutes.

LARGE PLANT SOON READY FOR CARS.

Work on the new Bentel & Mackey plant which is to be erected on Grand avenue, near Eleventh, will be started within the next ten days. This will be the largest and most complete plant of the kind in the West. It will be equipped to take care of all kinds of motor-car work.

There will be a mechanical department for the overhauling of motor cars, a blacksmith shop, a body-building department, top factory and a paint shop. Many unique ideas will be incorporated in the new building, and George Bentel says it will be a marvel of completeness.

After a year of idleness N. E. Brown has placed his old racer, Iriquois, in commission and already she is showing some of her old-time speed.

WHERE TO FISH.

Following is a report of kinds of fish being caught this week at the beaches and mountain resorts:

Sunset Beach—Surf fish, surf perch.

Santa Monica—Jack smelts, surf perch, halibut, surf fish, tom cod, pompano (several good catches this week.)

Playa Del Rey—Yellow fin, corbina, surf perch, king fish.

Long Beach—Rock cod, white fish (fishing from boats for both.)

Balboa—Corbina, surf perch, bass, turbot, tom cod, croaker.

Camp Rincon—Joe Welsh, Emil Keiser, L. C. Torance of Pasadena, C. S. Loud of Pomona, John MacDonald, George T. Downing, H. G. Chaffee, Harold F. Smith of Pasadena, H. D. Becker and J. W. Phelps of Los Angeles caught the limit with many others. Mr. Welsh caught eight eastern brook trout, seven to ten inches long.

Follows Camp—Over twenty limits were caught below camp last week.

Henley's Camp—Sixty people the first day, thirty limits, sixteen steelheads caught from eighteen to twenty-four inches long. Water low and fishing excellent.

Bungalow Inn, Fillmore, Cal.—Two auto parties Tuesday caught seventy-five. One party caught thirty-eight, mostly salmon trout. Some steelhead caught, good length. Water low, fishing very good.

Mattei's Inn, Los Olivos (Santa Ynez)—Finest fishing that has been for years. Steelhead running two to five pounds. Small trout six to eight inches, plentiful; limits for everyone.

AUTO CLUB PLANS BETTER MOTOR LAWS

Miss S. C. Geary, secretary of the Automobile Club of Southern California, who has been seriously ill during the last week, following a nervous and physical collapse caused by overwork, was yesterday reported out of danger, and her ultimate recovery is now merely a matter of complete rest. In view of this fact the directors of the Automobile Club have granted Miss Geary an indefinite leave of absence, and as soon as she is able to do so she plans to leave Los Angeles and spend several weeks in the mountains, where she hopes to completely recover her health.

During the last few months Miss Geary has been actively engaged in the preparation of the bill, which was presented at the present session of the Legislature, providing many much-needed reforms in automobile legislation. This extra work, combined with the regular work of her position as the executive official of the automobile club, proved too great a strain, and finally culminated in a complete breakdown. For weeks Miss Geary disregarded the commands of her physician that she take a rest and remained at her desk, with the result that exhausted nature finally gave up, and she suffered the penalty which her medical adviser had predicted.

For nearly a year preceding the actual work of preparing what is now known as the "automobile club bill," Miss Geary was engaged in making a careful study of the laws effective in other States and cities, with a view to incorporating in the bill to be presented to the California Legislature the best features of these statutes. When it was completed, the draft of the proposed new law was submitted to the various organizations of automobilists throughout the State, and met with immediate and almost unanimous approval.

KREBS TRUCKS ARRIVE.

Deliveries were resumed last week by Fred W. Beau de Zart, local agent for the Krebs ton and ton-and-a-half trucks. The shipment received was large enough to keep him ahead of orders for some time to come. He claims that a large part of the appeal of the Krebs truck is due to the "governor," which is not merely a device to cut off the power when the speed limit has been reached, but which gives the motor just the amount of gasoline required for its load and prevents waste by an inexperienced or indifferent driver. It is said to make the machine "fool-proof."

FAMOUS "HASBEENS." NO. 2.

Jack Root Left a Box Factory to Become a Champion Boxer—Won [illegible] Heavyweight Title, Saved His Earnings and Wound Wealthy—Now a Los Angeles Capitalist.

BY HARRY A. WILLIAMS.

SEVEN years ago it was Jack Root, light heavyweight champion. Today it is John Martin Root, promoter and capitalist.

Nine years in the ring and eighty contests left no imprint on his features or character. Root is as fine a gentleman as you would care to meet. Ten minutes' conversation with him would be a revelation to those who have distorted views of boxing, and continue to link it with the bare-knuckle battles of half a century ago or the contests in which the ancients maimed each other with the metal-cased cestus.

Boxing was at once a sport and a business with Root. He reduced it to a science, and converted his earnings into real estate and other property.

Root threw up a poorly-paid job in a box factory to become a boxer. Otherwise he probably still would be driving nails, mashing his thumb occasionally and drawing down his little $2 per. But he saw chances for rapid advancement in the squared circle, and today he is collecting rents and clipping coupons.

A WEST SIDE LAD.

Root "grew up" on the West Side in Chicago. Frequently, after his day's work at the factory, he sought recreation at the National Athletic Club. Boxing became one of his favorite pastimes, and he showed a surprising degree of cleverness for a novice.

One night Bob Armstrong, billed as the colored heavyweight champion, made a one-night stand on the West Side. Accompanying him was "Shorty" Ahearn, a colored welterweight, who, like Armstrong, was open to meet all comers. An opponent was picked for Ahearn, but failed to show.

Root, who was in the hall, was asked to substitute. Jack demurred. He felt that a hard day's work had not fitted him for a tough customer like Ahearn. Finally, however, he yielded to the persuasive eloquence of his friends. Well, to abbreviate a long story, Root worked his left into Ahearn's handsome brunette face with such persistency and precision that Ahearn was forced to content himself with churning the atmosphere.

ARMSTRONG IMPRESSED.

Armstrong was visibly impressed. "Ah believe ah can make a champion out of dat Root boy," remarked Bob after the bout. [illegible] invited Root to come [illegible] with him the following day.

The next morning [illegible] Sunday duds—he [illegible] suits in those days.

"Why, where are you [illegible]" inquired his [illegible] dressed-up condition.

"I have a better job," [illegible] said. "I won't [illegible] for those overalls."

Root reported to the [illegible] the box factory, [illegible] nation and explained that he [illegible] cided to make boxing a [illegible]

The foreman was [illegible] and said that after he had [illegible] a couple of times he would [illegible] tools where he left them [illegible] job open.

FINDS HIS CALLING.

Root did not return. [illegible] his calling. A few days [illegible] strong's instruction [illegible] made rapid progress. [illegible] professional career by [illegible] Breslan in three rounds. [illegible] followed by a long [illegible] tories. Lou Houseman [illegible] pionship possibilities [illegible] ster, and took him under [illegible] agerial wing.

Root realized his [illegible] he won from George Gardner [illegible] Francisco in eight rounds [illegible] lowed with a ten-round [illegible] Kid McCoy in Detroit. [illegible] the light heavyweight [illegible]

Then Jeffries retired, and [illegible] though weighing but [illegible] pired to the idle championship [illegible] He was selected to [illegible] for the vacant throne. [illegible] 210 pounds.

ROOT RETIRES.

For eleven rounds [illegible] more than a target for [illegible] in the twelfth, the [illegible] athan put over one of [illegible] making "lucky punches" [illegible] quently make history, and [illegible] retired from the ring.

Hart and Gardner [illegible] men who ever forced [illegible] his colors. But he had [illegible] ly beaten Hart, and [illegible] tables on Gardner. [illegible] ner, in fact, met [illegible] won twice, and the [illegible] sulted in a draw.

After his retirement, [illegible] his attention to the [illegible] playhouses in Chicago, [illegible] Dubuque which he had [illegible] his earnings. He [illegible] of these, and will [illegible] nancial interests in [illegible]

On Flower Street.

NATIONAL HOME COMPLETE IN THE MINUTEST DETAIL

ONE of the handsomest of the new automobile homes is National headquarters on South Flower street near Pico. With a showroom 40x60 feet, and a garage 60x75 feet, in addition to a shop 40x60 feet, this new home of the National is one of the most complete of the recent structures built by the agents for high-grade cars.

Cramped for room in the former building Earle Y. Boothe, president of the National Motor Car Company, decided to move, and plans were made for a structure that would comfortably house the 1913 National cars. It has taken five months to finish this structure, but it was worth the time. The Nationals were rolled to the tiled floor before the structure was given the finishing touches.

These finishing touches are to be in keeping with the reputation of the man who has made the National locally famous. Everything is to be simple. The walls [illegible] in mottled ivory. [illegible] garish display. [illegible] mar the sightliness of [illegible] finish. A bas-relief [illegible] be the only ornament [illegible] wall of the salesroom.

All of the decorations [illegible] simple. Some of the [illegible] by the National will [illegible] there will be no [illegible] play, as President Boothe [illegible] to anything that [illegible] of the National line. [illegible] office leading directly [illegible] of the salesroom.

Bert Dingley is the [illegible] He has offices [illegible] service department [illegible] under the personal [illegible] Dingley, who [illegible] is a pastmaster [illegible] has announced that [illegible] the Indianapolis [illegible] has settled down [illegible] making this the [illegible] history of the car [illegible]

Peace Coming.

CALIFORNIA HAS PLAN FOR FOOTBALL SITUATION

[BY A. P. NIGHT WIRE TO THE TIMES.]

BERKELEY, April 5.—Steps for the definite settlement of the differences which exist between the athletic bodies in the University of California and Stanford University over the interpretation of the rules to govern the annual Rugby football games have been proposed in a letter written yesterday to the Executive Committee of the Associated Students of Stanford by C. M. Torrey, president of the Executive Committee of the Associated Students of the State University. In his letter Torrey says:

"It was in order to obtain a settlement of the honest differences of opinion regarding the powers and duty of the football rules committee, that California abrogated the section creating that body. Stanford's misunderstanding of our intent in erasing the section is unfortunate.

"We feel that a settlement can best be reached by beginning anew; that a board of Rugby [illegible] write the rules and [illegible] ulties should then [illegible] ration of such rules [illegible] of the football rules [illegible] some definite and [illegible] rangement' which [illegible] the present agreement [illegible] new one is written [illegible]

Another [illegible] when Torrey [illegible] contention that [illegible] played under the [illegible] ed upon the [illegible] thereafter, the rules [illegible] ered as lapsing [illegible] ment by both [illegible] be in force in 1914."

The letter continues: [illegible]

"Stanford's [illegible] directly opposed [illegible] We do not [illegible] tion of the [illegible] intercollegiate [illegible] California [illegible] theless is willing [illegible] theless is willing [illegible] propositions [illegible] for she believes [illegible] fecting only [illegible] agreement, should [illegible] involve a [illegible] ball relations.

"In the [illegible] the two plans [illegible] to submit the [illegible] California [illegible] tion board [illegible] section of Article [illegible] intercollegiate [illegible] clearly that [illegible] force during [illegible] agreement, or [illegible] rules committee [illegible]

Torrey [illegible] California [illegible] tion of one of the [illegible] tions is willing [illegible] choice of one of [illegible] as a solution [illegible] letter urges [illegible] factory [illegible] of the big game [illegible] colleges [illegible]

Jackson

NO HILL TOO STEEP
NO SAND TOO DEEP

Ultimate Ease, both in operation and riding

The operation of this Jackson is almost effortless.

You start the motor by pressing a button.

You light the lamps by pressing other buttons.

You pump no tires on the road—your inflated "spare" is carried on a demountable rim.

You ride for hours without fatigue because of the 10-inch upholstery, the full elliptic springs, the long wheelbase and the nicely balanced weight.

This car makes driving as effortless, and riding as comfortable, as they probably ever will be made.

"Olympic"—Four—$1600. Electric starter and lights $125 extra. "Majestic"—Four—$2075. Electric starter and lights.

"Sultanic"—Six—$2800. Electric starter and lights.

CHAS. H. THOMPSON,

Southern California Agency 1142-1144 South Olive Street. Home Phone F6390—Sunset Phone Bdwy.1947.

Oakland 1913 Models

THE man and woman learning the "ins and outs" of motoring for the first time will find the OAKLAND just the car for this purpose. You become a driver in no time, for everything is simple, and the manipulation of the levers and pedals becomes natural in a little while. OAKLAND cars respond so quickly and run so easily that they are driven by women throughout the country.

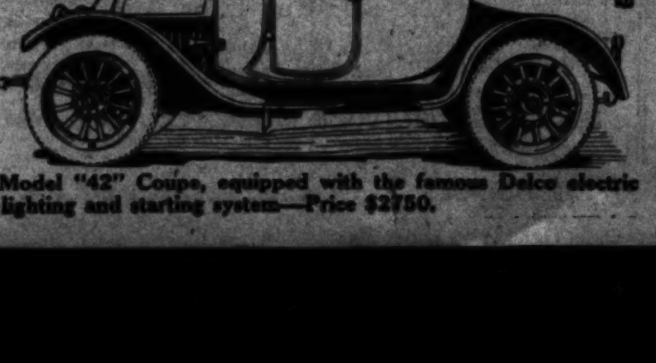
The "6-60-6"—Price $2700 or $2850
The Model "42"—Price $1850 or $1955
The Model "35"—Price $1275 or $1350

Hawley, King & Co.

Agents for Oakland Motor Cars
1027-33 South Olive St., Los Angeles.

Write for name of nearest sub-agent

Home 60361
Bdwy 1923



Model "42" Coupe, equipped with the famous Delco electric lighting and starting system—Price $2750.

Maxwell

"50-Six" $2500

"SILENT AND NON-VIBRATING." "EASY RIDING AS AN OCEAN STEAMER ON A CALM SEA." ALL REFINEMENTS OF THE $5000 CAR. GRAY & DAVIS ELECTRIC SYSTEM UNEXCELLED. 'PHONE FOR DEMONSTRATION AND BE CONVINCED.

IMMEDIATE DELIVERY.

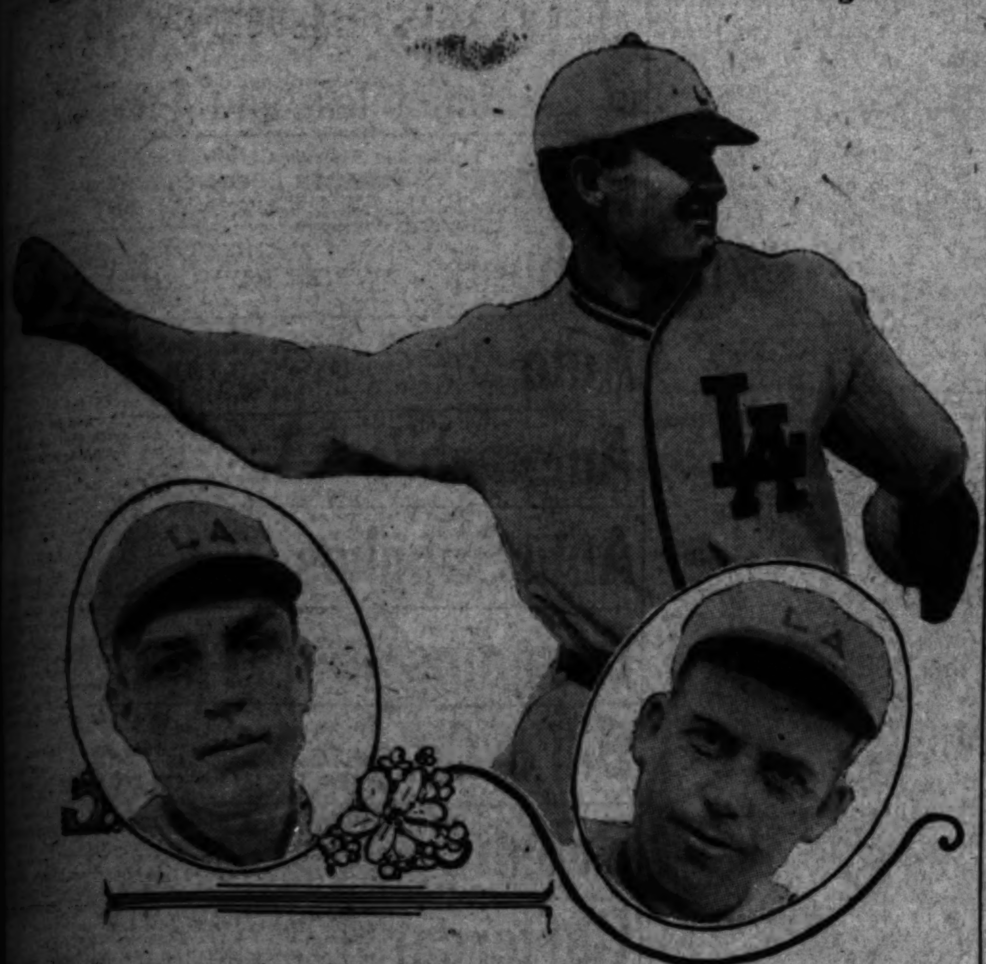
United Motor Los Angeles Co.

1200 So. Olive St.

J. S. CONWELL, Manager.

Main 3408. Home A3698.

Three of the New Men Who Have Bolstered Angels.



Gill getting his man at second.

…Maggert on the left, and "Rube" Ellis on the right. Both figured prominently in Friday's sensational climax, Ellis scoring the winning run on Maggert's hit.

Kestner's Class.

(Continued from First Page.)

…was forced at second by …, Kane scoring on the play. … planted a triple in center, … Brashear. Litschi put up a … and there was no more … till the fourth.

… started the action in the … by walking. Patterson lined … Litschi put a grounder … the third base line to Moore … moved Brashear to second. … contributed a single to center … scored Brashear, making … out himself while trying to … second on the throw-in.

… the seventh, it was all Venice. … half of the seventh frame, … counts against them, the … up two and reminded … that the game was not over. … impress this fact upon the … Harry Stewart was sent … the southwest corner of the … up.

… two strikes on Brooks, Hap … one straight over the … it came. There was a con… when the smoke cleared … the Los Angeles catcher was … with Dillon dancing the … wiggle back of third. … Driscoll's offering with … throw to Patterson. Then …

… to left scored Brooks and … followed this up with a … right which put Page over. … a ginger pill to Hosp, who … off at the plate with a … Hogan. The throw was … Ellis took the slide on the … hip put some of that old … into his movements and … the ball on Ellis's leg with … of a kick from a bronco.

… was robbed of a hit when … connected with his puzzling … after a hard try and threw … at first.

… added another run to … in the eighth. With … Brashear singled to center, … drew a pass, and when … Litschi's grounder, … the bell for the fifth … time.

… tried to filch third on … to the plate to catch … and was nipped by Moore. … eighth, Garnett Bush do… to the Angels in the … a home run by Howard. The … flaked himself to a long … which bumped the ground in … left-hand corner, about a … the foul line, that is, ac… the Venice wrecking crew, … working in that vicinity. … bounced over into the … and Howard made the cir… the applause of the crowd. … found it unnecessary to … him a look at the line … long foul landed, but called … and put the offending … of the corner.

… inning of the ninth … With two strikes … the manager projected a … that he had to fight … but could not have … with a trout-landing net. … reached first, Hap called … and Griffin was put … for him, but the inning … no additional score. … went to bat for Driscoll in … the ninth and after foul… of smokey shoots, … to Patterson. Page … on the line back of … went to bat with … from Dillon to start the … of the end.

… AND HAP ORATE.

"… we can win yet," ad… Los Angeles captain. "… you," retorted Hap … his cage. "… it yesterday, didn't you?" … back. … and Hap was not … with the umpire. … Moore slapped a long … field but there was too … Carlisle there and it …

… pulled out of bad … during the nine … different times Los … on third but could … over for a count. The … the bases choked twice … got out with no more … that of having … up on the side lines.

	A.B.	R.	B.H.	S.B.	P.O.	A.	E.
[illegible]							

LOS ANGELES.

	A.B.	R.	B.H.	S.B.	P.O.	A.	E.
Page, 2b.	5	1	2	0	2	1	0
Ellis, lf.	4	0	2	0	6	1	0
Moore, 3b.	4	0	0	0	3	3	1
Maggert, cf.	2	0	0	0	2	1	0
Howard, rf.	4	1	2	0	1	0	0
Gill, 1b.	4	0	0	0	8	2	0
Johnson, ss.	4	0	0	0	3	3	0
Brooks, c.	5	1	2	0	2	1	0
Driscoll, p.	3	0	0	0	0	3	1
**Leber	1	0	0	0	0	0	0
Totals	35	3	8	0	27	15	2

*Griffin ran for Hogan in ninth. **Leber batted for Driscoll in ninth.

SCORE BY INNINGS.

	1	2	3	4	5	6	7	8	9	
Venice	2	0	0	1	0	0	1	1	0	—5
Base hits	2	0	1	1	0	0	1	1	1	—7
Los Angeles	0	0	0	0	0	0	2	1	0	—3
Base hits	0	0	2	1	0	1	3	1	0	—8

SUMMARY.

Home run—Howard.
Three-base hits—Carlisle, Patterson, Ellis.
Two-base hits—Howard, Brooks.
Sacrifice hits—Litschi, Hogan, Kestner.
Bases on balls—Off Kestner, 3; Driscoll, 3.
Struck out—By Kestner, 5.
Passed ball—Hogan.
Hit by pitched ball—Kane.
Umpires—McCarthy and Bush.
Time of game, 2h. 15 min.

Some Real Playing.

STANFORD WINS FROM BERKELEY.

CARDINALS VICTORIOUS OWING TO U.C.'s POOR WORK.

Two of the Winner's Runs Are Made in the Second Inning, When Blue and Gold Fielders Get Balled Up—Pitcher Maple Has One Bad Inning, Allowing Three Scores.

[BY DIRECT WIRE TO THE TIMES.]

STANFORD UNIVERSITY, April 5.—[Exclusive Dispatch.] Stanford, 4; California, 3.

The Stanford baseball team again defeated the Blue and Gold nine today, winning the 1913 series.

Ray Maple again was on the mound for the Cardinals and the only bad inning he had was the fifth when, with two out, he hit Webb, walked Rubke and Coane and then was hit for three bases by Goodwin.

These three tallies were the only scoring the Blue and Gold tossers did.

Stanford scored first in the third frame when, with the bases loaded, Tom Workman bunted and Webb and Dodson got mixed up. Maple and Terry scoring while the Californians were up in the air.

In the fifth Workman hit a hard one at Goodwin and Argabrite scored from second. Louis Cass, in the sixth, singled to center field, went to second on Halm's sacrifice and scored when McCloskey bunted and Webb made a bad throw to first.

This tally broke the tie and was the last in the game.

Score:

CALIFORNIA.

	A.B.	R.	B.H.	P.O.	A.	E.
Young, 3b	2	0	0	2	1	1
Rubke, 2b	3	1	0	1	1	0
Coane, c-lf	4	1	1	2	0	0
Goodwin, 2b	4	0	3	3	2	1
Stephens, rf	4	0	1	2	0	0
Dodson, 1b	4	0	0	4	0	1
Price, ss	4	0	0	2	0	1
Adair, cf	2	0	0	2	0	0
Glenney, c	4	0	0	4	1	0
Webb, p	2	1	0	0	1	0
Totals	32	3	5	24	6	4

STANFORD.

	A.B.	R.	B.H.	P.O.	A.	E.
Terry, c-ss	2	1	1	1	2	1
Argabrite, cf	3	1	1	3	1	0
Workman, 1b	2	0	1	7	0	1
Dent, c	4	0	0	9	1	0
Cass, 3b	4	1	1	2	1	1
Boeger, rf	4	0	0	1	0	0
Halm, lf	4	0	1	2	0	0
McCloskey, 2b	3	0	0	2	2	0
Maple, p	3	1	0	0	2	1
Gragg, rf	0	0	0	0	0	0
Totals	29	4	5	27	9	4

SUMMARY.

Three base hit—Goodwin.
Stolen bases—Argabrite, 2; Halm.
Bases on balls—Off Maple, 4; off Webb, 4.
Struck out—By Maple, 7; by Webb, 4.
Passed ball—Glenney.
Hit by pitched ball—Webb.
Time of game—2h. 15m.
Umpires—Doc Moskiman and King Brady.

CROWN CITY WINS.

The Pasadena High School baseball team defeated the U. S. C. Preps yesterday afternoon on the Pasadena diamond by the one-sided score of 11 to 1.

The score:

Pasadena, 11; hits, 12, errors, 0.
U. S. C. Preps, 1; hits, 3, errors, 6.

Batteries; Pasadena, McEuen, Kent and Martin. U. S. C. Preps; Maurer and Thomas.

Western League.

At Oklahoma City—Oklahoma, 10; Sioux City, 6.

At Ft. Worth—Ft. Worth, 1; Denver, 0.

At Dallas—Dallas, 3; Lincoln, 1.

"WIREGRAPHS."

CHICAGO, April 5.—[By A. P. Night Wire.] Harold Casey is to be the new trainer of the Chicago Nationals, succeeding "Doc" Semmons, who gave Manager John Evers his resignation and a punch in the jaw yesterday. Casey's name led the list of applicants for the position and he will be given a tryout at once.

SAN FRANCISCO, April 5.—[By A. P. Night Wire.] A trainload of Oakland fans will journey tomorrow to Sacramento to root for their team against the Sacramento Wolves. Thirty women will be in the party and a band of twenty pieces will lead the excursion.

ALBANY (N. Y.) April 5.—[By A. P. Night Wire.] Gov. Sulzer announced today that he is opposed to any legislation designed to weaken the present anti-race track gambling laws. The Governor added that he had not approved any plans of the racing associations to revive horse racing in New York State.

CUBS WIN ONE.

CHICAGO, April 5.—[By A. P. Night Wire.] The Cubs, in their initial 1913 appearance in Chicago today, beat Indianapolis 5 to 3. Evers led at bat, getting three hits. Clymer, making his first appearance in a Cub uniform, hammered out two bingles. Smith held the visitors to six hits. Mers and Stewart held the Cubs to a like number.

WELSH MATCHED.

NEW YORK, April 5.—[By A. P. Night Wire.] Freddie Welsh, the lightweight champion of England, was matched today to met Al Ketchel, the lightweight of Bridgeport, Ct., for a ten-round bout to take place at Bridgeport April 23.

CHAMPIONS AHEAD.

Long Beach High Takes Ball Game From Santa Monica by Big Score. Easy Victory.

Long Beach High School took the long end of a 13 to 0 score in the game with Santa Monica High School on the Long Beach diamond yesterday afternoon.

This is the second game won by Long Beach in the interscholastic league series and Santa Monica was considered her strongest rival for the title this season.

Craig, the lad who pitched for the winners, was hit for nine safeties. Summers was hit safely eight times during his term of service in the box for Santa Monica and Young, who started in the box for the losers, was knocked out of the box with five runs in one inning.

Scribner, the Santa Monica catcher and Aiken, second baseman for the same team, each got three hits off Craig.

RED SOX PULLED UP.

Champs Have Fun With Illinois Team in Game in Which Smoky Joe Wood Helps College Boys.

[BY A. P. NIGHT WIRE TO THE TIMES.]

CHAMPAIGN (Ill.) April 5.—The Boston Americans finished their training season today when they defeated the University of Illinois team, 11 to 2.

After the college ineligible team had failed to stop Stahls men, the varsity was introduced in the fifth inning behind Joe Wood, who was loaned for the occasion.

Wood was a puzzle to most of his team mates, but the game was too far gone for the collegians to do much. Home runs by Breton and Wood brought in the university tallies. Score:

Boston—runs, 11; hits, 13; errors, 1.

Illinois—runs, 2; hits, 7; errors, 5.

Batteries—Bedient, Foster and Cady; Lafferty, Wood and McRobie and Nunamaker.

EASY FOR HARVARD.

WASHINGTON April 5.—[By A. P. Night Wire.] Harvard University, without a defeat, won today the Eastern League intercollegiate rifle shooting championship. Massachusetts Agricultural College was second with one defeat, and Princeton University third with two defeats. In the Western League the series resulted in a tie which must be shot off between the West Virginia University and Iowa State University, both having won twelve matches and lost one. The team winning the shoot-off will shoot against Harvard to determine the United States intercollegiate championship.

Expert Opinion.

THE COMING CHAMPIONS WILL BE SLUGGING TYPE.

Van Court Says Old-time Cleverness Fast Going Out of Style—Too Many Upstarts After Easy Money. Champions of Today All Good, but Old-timers Were Real Class.

BY DE WITT VAN COURT.

FROM the present-day outlook the slugger will be the future champion. I mean by that that the present-day boxers are fast losing the art of self-defense. What is the reason of all this may be asked.

There are several. First of all, any tough young fellow who breaks into the game and can stand punishment is so anxious for the money that is being paid these days for so-called boxers, that he is willing to take a chance and a licking for the money that is in it.

He figures that if Tom Jones and Jack Brown can get into the game without any knowledge of boxing he can do the same thing and make good.

Then, again, many of these fellows are lucky to make from $7 to $12 a week at hard work. A so-called boxer can make ten times that for taking a licking once a month.

It is not the licking they figure on. That is the least of their troubles. It is the money that they can make without the hard work.

The prize-fighter's punishment is very much exaggerated. Any strong young fellow can stand for a black eye, a busted nose and a few other bruises that go with all athletic sports, without suffering half as much as we sometimes read about.

THE TRAINING HARD.

The real training for a boxing contest (provided it is done conscientiously) is twice as hard as any and all the punishment received during a contest. And the better condition they are in the less punishment they receive. The rules, as they are interpreted these days, is another cause of the boxers losing the art of self-defense.

It is no longer the art of self-defense, but the art of offense. The more they can stand nowadays, the better their chances are of winning.

It is no more the art of hit, stop and get away. But punch, take it and punch more, and the more gameness they show in taking it, the more in demand these punching-bags are, and the more money they get.

The referees allow a boxer to do most anything but box; hitting with one hand, while holding with the other; hitting with one arm free and many other foul things that are strictly against the rules.

CHAMPIONS CLEVER.

In looking over all our present-day champions, we luckily find that they are all very clever men and box and fight according to the rules of boxing as they were intended.

But outside of these six champions that hold titles today where will we find any others half as clever?

I am speaking of Johnny Coulon, Johnny Kilbane, Willie Ritchie, Packy McFarland, Eddie McGoorty and Luther McCarty.

There is not one of this bunch that can be called a slugger, unless it is McGoorty.

In Johnny Coulon's class, which is the bantam, we can only count four in the whole bunch in this country that might be called clever fellows. The little Napoleon of the game, Coulon, by far over-shadows all in his class in cleverness.

Then comes Kid Williams, Eddie Campi and Frankie Burns. Kid Williams seems to be the most dangerous one of the bunch, but is far from being as clever as any of the rest. He can be classed with the sluggers.

CAMPI MUST HIT.

Campi looks like a comer, provided he learns to hit. It is a question that Frankie Burns can ever make the weight and be at his best. Who, outside of this quartette, can be classed as near-champions?

In Johnny Kilbane's class we have even less to draw from. Johnny outshines all in his class at the present time. His next best man is Johnny Dundee. But he has yet to show the class by several yards that Kilbane has.

Abe Attell was a strong contender for a come-back until he met defeat by Oliver Kirk in St. Louis several weeks ago. Since then Abe beat Kirk in his old-time form, but it is very doubtful if he ever will regain his old speed.

RITCHIE THE GOODS.

In the lightweight class there is more doing. Willie Ritchie heads the list and is a clever boy. He has some real class, but it is a question if he will hold his title very long. No matter what might be said of him he is fast outgrowing his class and will soon be with the welterweights.

Ad Wolgast has been improving with each fight since his operation. Freddie Welsh has come back stronger than any of the rest and has won two titles that cannot be denied him. He beat Ritchie once when Willie had five pounds' advantage in weight and should do so again from his showings during the past year.

Harlem Tommy Murphy, notwithstanding his long career in the game, is a contender to be reckoned with. Jack Britton is another, and here we have about all in that class that are first-class men. But from a boxing standpoint we will have to eliminate Ad Wolgast. Ad is of the slugger type.

PACKY SHINES.

Packy McFarland so far outshines all the rest of the welters that it is a waste of time to try and compare any who would have the slightest look-in with him. He is a boxer of the true Marquis of Queensberry rules and stands alone with Coulon in this respect.

McGoorty is betwixt and between the fighter and the boxer. He is not a high-class boxer and only a fair slugger. With the high-class men as they should stand he would only be considered a second-rater.

Taking out Jack Johnson from the game and Sam Langford, Luther McCarty heads the list in the heavyweight class. While Luther is far from being the cleverest heavyweight we have had in the past, he promises to equal any in the near future. He is too young yet to show at his best. He is a boy who is always trying to improve in his cleverness and will do so.

Jim Flynn, Al. Palzer and Bombardier Wells are out of it as far as championships are concerned. The only remaining ones are Gunboat Smith and Jess Willard. Luther is, from all accounts, the cleverest of the three, and Willard comes next in point of cleverness. But there is a lot of talk about Willard's gameness and unless he proves that he is game he will soon be out of it.

Compare all these champions with the champions of fifteen years ago, when Jim Jeffries wore the crown, and what are they?

Jeff met Corbett, Ruhlin, Sharkey and Fitzsimmons each twice and beat them all. He also met Choynski and Peter Jackson, two of the cleverest and most dangerous men ever in that class.

Bob Fitzsimmons beat all in the middleweight class and would have made short work of Stanley Ketchall at his best.

Jack Dempsey beat all the middleweights on this coast when he only weighed 138 pounds.

Jack McAuliffe, Kid Lavigne, Frank Erne and Joe Gans all were of the highest class and all clever boxers.

In the featherweight and bantam class we find George Dixon, Johnny Griffin, Ike Weir, Johnny Murphy, Jack Skelly, Solly Smith, Dal Hawkins and twenty more about as good and all were boxing at the same time.

They were all clever boxers and clever fighters, good hitters and fast on their feet and knew how to avoid a punch.

It is to be hoped for the good of the game that Coulon, Kilbane, Ritchie, McFarland and McCarty will hold their titles for a long time to come. It is always the champions that the young fellows try to imitate who are breaking into the game, and if we ever have a bunch of sluggers for champions it will be good-by to the boxing game for good.

WORK ON STAND IS BEING RUSHED.

The steel work for the grand stand of the race track at the Exposition Park will probably be completed by tomorrow night and then the plant will be ready for the carpenters. It is the intention to furnish seating capacity for about 3500 spectators.

Secretary Ed Delorey of the Los Angeles Driving Club states that the stand will be completed and ready for business by July 15, or in ample time for the big meet of the Harness Horse Association that is to be held in August.

Among the other fast workouts at the track yesterday was by McLellan's Zombronut, by Zombro, who was sent a half-mile by his owner in 1:05. This bird has a race record of 2:08¼ and if he shows up to his present form, he may lower this mark within the next two months. He will certainly make all of them step this year, from the way he is going now.

LEE TIRE MAN TOURS SOUTHLAND.

J. Elwood Lee, president of the Lee Tire and Rubber Company, who is spending three weeks in Southern California, declares that he is more than surprised at the wonderful growth and activity in the automobile business in this section. While here he is taking in all points of interest throughout Southern California before going north on a further inspection of the Chanslor & Lyon stores, which firm has taken over the distribution of the Lee tire for the entire Pacific Coast.

H. S. Mason, who has charge of the tire department of the Chanslor & Lyon Co., has returned from a trip around the Kite, where he finds the local conditions improved. The orange trees, especially the younger groves, which a great many of the growers thought were destroyed by the recent freeze, are coming out with their new growth and the older trees are literally loaded down with buds, which insures a bumper crop for the coming season.

Try Murine Eye Remedy for Red, Weak, Watery Eyes and Granulated Eyelids.

AN EXTRAORDINARY TIRE
Lee Tires
AT AN ORDINARY PRICE
PACIFIC COAST DISTRIBUTORS
CHANSLOR AND LYON COMPANY
945-947 S. Main St.
Los Angeles Portland Seattle
San Francisco Fresno Spokane

College Ball.

TIGERS READY FOR THE HUNS.

BOTH RAH! RAH! TEAMS LOOK FIT FOR GREAT GAME.

Kingman of Pomona Best Hitter Ever Developed in the South. Foster and Walk of Oxy in Splendid Shape—Becker and Daniels of Pomona Also Look Good.

Occidental and Pomona are to meet in the second game of the Southern California intercollegiate championship series on the Claremont diamond next Saturday.

The Tiger nine, after making a creditable showing against the Venice club of the Coast League, led off with a victory over the Baptist nine, from the Redlands University, and now interest centers in the coming contests between the Tigers and the Huns which should almost decide the location of the pennant.

Occidental has the strongest baseball team this year since the famous championship nine of 1906. In Duke Walk and Sid Foster, the Highland Park college has two pitchers equal to any who have ever heaved for a Southern California college, and the team as a unit is capable of heavy work with the stick.

Pomona is a worthy foe, however. According to Coach Dutch Shutt, the team is fully as strong as the championship club of last season. Becker and Daniels are much feared as hook peddlers, and Harry Kingman, captain of the team and all-southern first baseman, is doped out as the heaviest hitter ever developed in the southern end of the State.

Last season Capt. Kingman slaked himself to a batting average of .412, which is some record. During the practice games of this season Harry has poled out a willow report which runs over the .600 mark and gives the other college pitchers the jimmies at long distance.

The only place where Occidental is figured to have anything on the Huns is in the inability of the Claremont brigade to hit left-handers, while the Tigers have shown their ability to hammer north-armers and southpaws alike with murderous effect.

BUYS ANOTHER TRUCK.

G. W. Sandberg, contractor, put a large Speedwell truck in service about a month ago. He has not yet figured out its exact efficiency as compared with horses, but has acted on his favorable impressions by purchasing another from Dwight Holmes. The second power wagon was put in service last week.

"Firestone"
Clincher Cushion Tires for ELECTRICS
Greatest mileage at lowest battery, tire and car expense. All the comfort of the pneumatic without the inconveniences.
The most buoyant and longest lasting rubber—the dual tread, overhang design, are the reasons.
Interchangeable with pneumatics on standard clincher rims. Service Stations in All Large Cities.
Ask for Electric Tire Catalog.
Greatest Battery Economy
The Most Comfortable Ride
THE FIRESTONE TIRE & RUBBER CO.,
"America's Largest Exclusive Tire and Rim Makers."
1239 S. Olive St., Los Angeles.
Home Office and Factory, Akron, Ohio. Branches in all large cities.

Auburn
LITTLE SIX
45 H.P. Rutenber Motor
Bore 3¾x5¼ Stroke
Averages 14 Miles
Per Gallon Gasoline
130 Wheel Base—Easy Riding
36x4 Tires—Weight 3400 Lbs.
ELECTRIC Self Starter Lights and Horn
Combination Clock and Speedometer with light, Extra Tire and Tube, Tire Irons, Top and Windshield—and FREE REPAIRS for one year—all for
$2400
Keep in mind our 4-cylinder line.
33-H.P. 112" W. Base $1350
37-H.P. 115" W. Base $1650
40-H.P. 122" W. Base $1950
Write for Catalogue today. Do it now.
W. J. Burt Motor Car Co.
Pico and Hope Sts.

Have You a Ford Car?
The Ford car actually develops more than the catalog rating of 20-H.P., and therefore requires the No. 2 size, Big 4 Horn.
Price Complete $11.25
We will install this horn in first-class manner on any Ford car for $12.50.
Your money back if not satisfied.
Any dealer can supply you.
Big 4 Horn Agency
334 W. PICO ST.
Phone Broadway 3293—Home 25212.

MOTOR CAR DEALERS ASSOCIATION DIRECTORY

ABBOTT AND LOZIER—Now Sold by Bekins-Speers Motor Company. F3635, M1691. 1026 S. Olive St.

AMERICAN-COLE — Grundy Motor Sales Co., 842 South Olive Street. Main 2191; 10927.

APPERSON JACKRABBIT—Leon T. Shettler Co., 151 West Pico Street. Main 7034, Home 10167.

BAKER ELECTRIC—Standard Motor Car Co., 1001 South Olive Street. Broadway 2963, Home 10457.

BUICK—HOWARD AUTO CO., Tenth and Olive. Home 60009, Main 9040.

COLUMBIA-MAXWELL — United Motor Los Angeles Co., 1200 S. Olive St. Main 8408—Home A3698.

CUTTING—Eastern Motor Car Co., 825-827 South Olive. F2965, M. 2965.

FRANKLIN AND R. & L. ELECTRICS —R. C. Hamlin, 1040-1044 South Flower St. Main 7877, Home 60249.

FIRESTONE - COLUMBUS - ELECTRIC—Cal. Automobile Co., 1250-1260 W. 7th. Wils. 788, Home 53018.

GARFORD & REO—Lord Motor Car Company, 1032-68 South Olive Street. 10845. Main 5470.

HUDSON—Hudson Sales Co., Phones—Sunset Main 678, Home A4734. 1118 South Olive Street.

HUPMOBILE—M. C. Nason, 1017-1019 South Olive. A1007, Broadway 2967.

JACKSON—Chas. H. Thompson, 1142-44 South Olive Street. F6390, Broadway 1947.

KISSEL KAR—Kissel Automobile Co., 118 West Pico Street. Broadway 2186. 22886.

MITCHELL — Greer - Robbins Co., Twelfth and Flower Streets. Broadway 5410. A1187.

NATIONAL—National Motor Car Co., 1355 South Flower Street. 60593, Main 5347.

OAKLAND CARS, STANDARD TRUCKS—Hawley King & Co., 1027-33 South Olive Street.

OLDSMOBILE — Oldsmobile Co. of California. 1205 S. Olive. Main 3130. F5647.

OVERLAND—J. W. Leavitt & Co., 1235 South Olive Street. Main 4831, 60537.

PAIGE — MYSTERIOUS SIX — LIPPARD—STEWART. Thomas Motor Car Co. of California. 1058-60 S. Flower.

PACKARD and R. & L. ELECTRICS —California Motor Co., Tenth and Hope Sts. Main 6060, 60406.

PIERCE-ARROW—W. E. Bush, 1701-1711 South Grand Avenue. Home 60295 and Main 2257.

POPE-HARTFORD — Wm. R. Ruess, corner 10th and Olive. Main 7278. Home 60173.

PREMIER — Premier Motor Car Co., 1127 South Olive Street. Main 679, F2664.

REGAL — Big Four Automobile Co., 1047-49 South Olive. Home F2533, Sunset Broadway 952.

SIMPLEX & MERCER. Simplex and Mercer Pacific Coast Agency. 1057 So. Olive St. Phones: A4547, Main 7563.

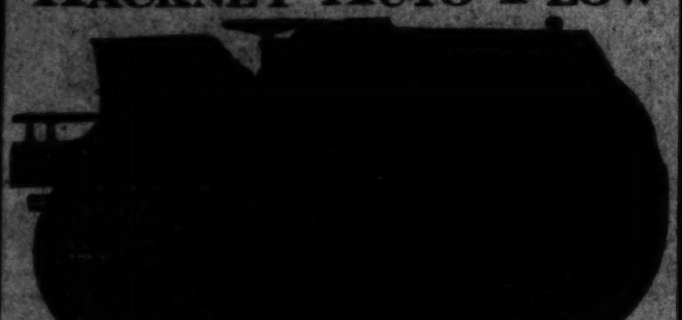
STEARNS-KNIGHT and OHIO ELECTRIC—Smith Brothers, 742 S. Olive St. Broadway 3834, Home F4206.

STUTZ-BROWN-SYMONDS CO.—412-414 West Pico Street. Home 25003, Main 7047.

VELIE AND WARREN — Renton Motor Car Co., 1230 South Main St. Main 1068, Home 10799.

WINTON—W. D. Howard Motor Car Co., 1238 South Flower Street. Broadway 4180, Home F5609.

HACKNEY AUTO PLOW



The ONE MAN outfit for plowing, seeding, cultivating, harrowing, threshing, pumping, hauling loads, etc. For demonstrations see

M. M. ANDERSON
214 CENTRAL BUILD'NG

Studebaker "30" Studebaker "30." THE STUDEBAKER CORPORATION OF AMERICA. Los Angeles Branch, 1020-1024 S. 7th St. Phones: Main 5640, Home 10466. Retail Branch, 1060-68 S. Olive. F2111. Main 6791.

Wichita Trucks For All Purposes. LEWIS AUTO SHOP, Ralph S. Lewis. Geo. W. Dryden. Grand Ave. and 17th St. Home 23621. Sunset Main 3666.

Fiat THE WORLD-FAMOUS CAR PACIFIC COAST MOTOR CAR COMPANY 1144 South Hope St. F5047 Main 5430 LE ROY ARMSTRONG, Vice-President and General Manager. J. Crafford, Sales Manager. AGENTS FOR LEWIS TRUCK.

Goodrich Safety Tread

Best in the Short Stop

This five-fingered Goodrich Safety Tread gives you safety all the time.

It is a real emergency brake when you have to use your hub brake in an emergency.

But the best part of it is—and here is where it solves the skid problem so simply and satisfactorily—it is on duty all the time.

It helps you in your steering on the slippery, muddy, slushy, oozy road or street.

It makes a skid unnecessary.

It eliminates from your mind the otherwise constant watchfulness for that unexpected slip and slide which may mean a most dangerous accident.

You are able to enjoy your driving, in the unconscious knowledge that you are going to turn as you want to turn, or keep going straight along, or stop when and *where* you want to stop.

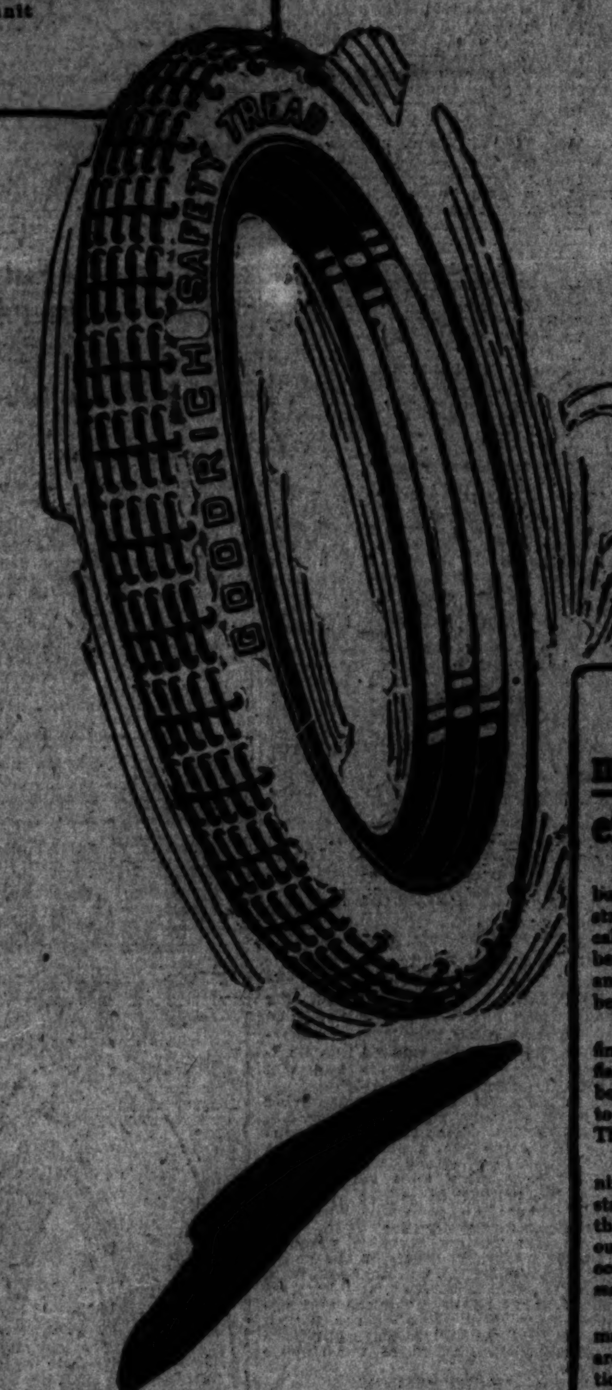
You might almost say the Goodrich Safety Tread works automatically.

Because of its simple, natural design there are no sharp edges or corners to wear off and really make risks instead of safeguards for you.

Because of the arrangement of the fingers no ooze can slip back under your wheel—it is driven away absolutely.

Those five thick, tough rubber fingers are not simply on the tread. They are *of* it, made with it and the body of the tire, and *unit molded* right into the single piece which constitutes the whole tire—the unit

There is nothing in Goodrich Advertising that isn't in Goodrich Tires



The tread that makes the brake effective

Goodrich Safety Treads are not built on theory. They are constructed scientifically and practically upon a principle which has been tried, tested and proven over and over again until there can not be the slightest uncertainty about it.

They act just as your own five fingers do when you put your hand flat on a smooth table top and bear your weight down, then try to make your hand slip—or skid. They take hold and help.

All the time your auto is running they are doing this. Constantly they are coming down on the street or roadway, spreading out and shoving the mud, slush, ooze and slipperiness away, and *making* a safe path.

Goodrich Safety Tread Tires are made just as all Goodrich Tires are made—unit molded construction. If you see a cross section of a Goodrich Tire you simply cannot find a separation or layer line. The whole tire—body, tread and all—is literally molded into one in our single vulcanization which keeps all the life and buoyancy of the rubber for you and adds the remarkable road-resisting qualities which mean mileage.

THE B. F. GOODRICH RUBBER CO.,
Los Angeles Branch
998 West Pico St., Los Angeles.
Factories: Akron, Ohio
Branches and Service Stations in Principal Cities. Dealers Everywhere.

Again the Goodrich Rubber Company Are the First to Announce Lower Prices on Automobile Tires to Consumers.

The readers of The Times will welcome the recent announcement of reduced prices on Goodrich Tires. Coming from so dominant a power in the tire field, it is reasonable to presume that other tire companies will quickly follow the Goodrich lead.

No explanation or reasons why are given in this announcement, but with crude rubber selling at a somewhat lower figure than that prevailing for a year or more past and the constant devising and application of a new higher efficiency methods of tire manufacture, the reduced Goodrich Tire prices are but a natural outcome, and in the instance before us, show the willingness of a great corporation to give the buying public the benefits derived from changed and improved conditions.

We understand that the reduction betters the present price to the user 5 per cent. This coupled with the reduction first put into effect by the same company nearly a year ago, enables the purchase of tires by the user now at a material saving over prices prevailing prior to April of last year.

Write for Goodrich Route Book, covering the auto tour you select. These books are sent free on request.

Times Directory of Automobiles and Accessories

Alco Trucks and Pleasure Cars Built and Guaranteed by THE AMERICAN LOCOMOTIVE COMPANY. LOS ANGELES ALCO MOTOR SALES CO. 1148 S. Flower St. Phones: Main 1063; F4026.

Auburn TOURIST PARTS. W. J. BURT MOTOR CAR CO. Pico and Hope Sts.

Auto Gloves and Clothing. DYAS-CLINE CO. 214 W. 3rd St.

Automobile FUNDING COMPANY OF AMERICA. L. A. Investment Bldg. Our plan based on sound financial principles enables any dealer to make immediate delivery to deferred payment buyers, dealers receiving spot cash.

Auto Supplies Western Rubber & Supply Co. 1011 South Olive St. Pasadena, Los Angeles, San Diego.

Bargains IN TIRES. AUTO TIRE COMPANY. Sixth and Olive Streets.

Bill & Co. are having a sacrifice sale of Auto Supplies. See them and save money. JOHN T. BILL & CO., 953-955 S. Main.

Brush $515; DETROITER, $1000; KOEHLER wagon, $850. 1312 S. Grand. 22290; Broadway 518.

Cartercar FRICTION DRIVE. No Clutch to Slip. Trucks, Coupes, Roadsters and Touring Cars. 30 and 40 H.P. Prices, $1050 to $2250. VANCE-CANAVAN MOTOR COMPANY. 1108-20 So. Olive St.

Case CASE AUTO SALES CO. 1226-28 South Olive St. F-1156, Main 8870. Factory Branch. Factory, J. I. Case, T. M. Co., Racine, Wis.

Chanslor & Lyon Co.

Empire Tires WEAR LONGER. EMPIRE TIRE & RUBBER CO. 1196 So. Main St.

Essenkay Filler Tires Guaranteed. MERCER & HOLLAND. 1038 South Main St.

Fiat THE WORLD-FAMOUS CAR PACIFIC COAST MOTOR CAR COMPANY. 1144 South Hope St. F5047 J. Crafford, Sales Manager.

Goodyear COAT COMPANY Headquarters for AUTO COATS, CAPS and GLOVES. 324 South Broadway.

Gregg Auto Works Tops, bodies, painting, blacksmithing. 17th and Los Angeles.

Haynes HAYNES AUTO SALES COMPANY. Direct Factory Branch.

Kelly Trucks Factory Branch and Service. 1038 South Grand. J. L. STONE. F6778.

Knox Pleasure Cars—Four and Six Cylinder. VANCE-CANAVAN MOTOR CO. Distributors Southern California and Arizona. Los Angeles.

K-R-I-T 25-30 H.P. 4-cylinder 5-passenger Touring Cars. Delivery Cars—$900, F.O.B. Factory. KRIT MOTOR SALES CO. Phone Broadway 740.

LANCIA and SPEEDWELL — LANCIA roadsters and touring cars. SPEEDWELL roadsters and touring cars. DWIGHT L. HOLMES, 1231 South Flower Street.

Lincoln ½-TON TRUCK. $760—Delivered to you. Pacific Coast Distributors. West 415—

Locomobile Co. of America

Marion SYMONDS MOTOR CAR COMPANY. 1228-30 SOUTH FLOWER STREET. Distributors for Southern California.

MARMON "SIX" AND 4 CYLINDER. "Easiest Riding Car in the World." GILHOUSEN BROS. CO. 1230 South Olive Street.

M'farlan "Six"

Michigan 40 IMMEDIATE DELIVERY. C. L. Ferris.

Miller QUALITY TIRES. W. D. NEWERF RUBBER CO. 939-951 South Main St.

Moline Pacific Coast Branch. Benrich Motor Co., Sales Agency. Moline Garage and Service Station. 1732-40 W. Washington St.

Moon "39," $1775 "48," $2150 BUXTON

Moore Gas and Distillate Trucks. F. L. MOORE MOTOR TRUCK

Moreland DISTILLATE MOTOR TRUCK. Manufactured in Los Angeles. Moreland Motor Truck Co.

Pathfinder 40

Rambler Have you seen the 1913 Cross Country Motor? THE W. K. COWAN CO. 1140 South Hope St.

Stevens Duryea

ADVERTISE IN THE BUGLE!
Have you got anything to sell or swap? Do you want to buy anything?
THEN TRY A AD WITH US
Biggest & only newspaper in this end of the Co.
Advertising rates furnished with great cheer. Something looks opps to nobody.
YOULL HAFT TO TAKE OUR WORD FOR IT

BINGVILLE BUGLE

INERGIA FATUM FARIT

BY NEWTON NEWKIRK

(Copyrighted, 1913, by E. A. Crosier.)

DON'T BE A TITEWAD!
Pay up your back subscription to the Bugle & that will a heap feel what on our part.
WE CAN'T RUN A FIRST CLASS NEWSPAPER ON HOT AIR & COLD POTATOZE.
P. S.—If we are not in leave the money with our wife next door.

THE BINGVILLE BUGLE

The Leading Paper of the County
Bright, Breezy, Bulletinsy, Bustling

How doth the busy little bee
Improve each shining hour—
By gathering honey all the day
From every opening flower.

The cheapest advertising medium in the county. If you believe in advertising come and see us. For further information call on or address the editor.

EDDYTORIUL

Well, here it is almost spring again!

My goodness, how time flies, or in other words "TEMPOUS FUGGIT!" (for the benefit of some of the ignorunter of our subscribers we persoom we ort to explain what "Tempous Fuggit" means—it is a lattin fraze and of course the average citizen of Bingville couldn't be expeckted to be very familiar with lattin except possibly Jed Peters, our intelligent school teacher. In other words, "tempous fuggit" means "time flies," and whoever said that knowd what he was talking about).

Be that as it may, however, time has not flew as fast this winter as we would like to of had it flew—time couldn't never flew too fast to suit Bingville folks in winter time. All through the long winter here we be denned up in Bingville like a passel of woodchucks, stickin close to the open fire to keep from freezin to deth.

No wonder we be glad to welcome glad spring. It won't be long now until grass will begin to shoot and the little buds begin to bust and the little birds begin to sing fit to bust their blame throats.

It won't be long until we shall see the joyous sight of the little lambkins gambling on the green. Glad nature is about to assert herself after being froze up ever sinst last fall—she is about to bedeck herself in green raiment, which will seem good to look at after she has been wearing white clothes all winter.

Therefore let us all greet glad spring with joyous acklaim and thank goodness that we ain't got winter in Bingville all the year round.

START IN THIS SPRING RIGHT BY SUBSCRIBING FOR THE BUGLE AND PAYING FOR SAME WITH CASH, STRICTLY IN ADVANCE.

Country Correspondence

HAPPY VALLEY.

Hame Wilson has been bothered with cuts in his oats bin, so he set a steel trap in the bin and next time he went for some oats he forgot all about the trap until it ketched him by the fingers and he had to holler for his wife to come and take the trap offen him. Hame says he wishes his hand had of been a fat instead.

Mrs. Benj. Gibbs expecks a addishion to the family in a week or two, mebby sooner. Benj says he will open a barl of cider when the happy event takes place. Let us hope it will be soon.

Miss Mary Ann Green, the belle of Happy Valley, was not present at the dance give in this place last Saturday night owing to a sore corn which prevented Mary from tripping the light fantastick as she would like to have did.

Sam Sullivan has traded off his sorl mare for two horses and will engage in teaming. If you have any teaming to do see Sam about it. EXCELSIOR.

ZION CROSSROADS.

The Grim Reaper has not paid us a call in this vicinity for a spell back, but there is no tellin who will be the next one to go. Sad! Sad!

Bill Hendricks left the door of his henhouse open one night last week and a fox carried off five hens. Bill says he wouldn't of minded if the fox had of taken one or two, but he hates like sixty to see a fox make a hog of itself.

Considerable snow fell here one night recently and as a result the roads is almost impassable. It wouldn't be a bad idea to get out the snow roller.

Lafe Henderson sold a calf last week for $4. He says he ought to of got $5 for it by rights.

Miss Huldy Wade, the belle of the Crossroads, fetched a bad cold while out sleigh riding with Sam Sparks recently. Sam, you ort to of kept her warmer than that. VERITAS.

SORROW HOLLOW.

Melanchton Jones didn't cut any firewood for a week. Mel says its too allfired cold to cut wood and that he would a sighs rather remain in bed day and night.

Mong Hingham says he seen bears tracks in the snow this winter a year ago. None have been saw so far this winter.

Widow Henderson is nitting some socks and mitts for sale to whoever needs socks and mitts. The Widder helps to support herself selling socks and mitts.

Jno. Williams dog "Tige" almost caught a fox last week. The dog run the fox all day and night and come home tired and hungry.

News are very scarce in our midst this week. UNO.

Items Here and There

Doc Livermore, our eminent horse doctor and human spechalist has been boiling out some herbs during the past week and bottling them for future use. Doc now solkilates he has enough medisin on hands to last him until spring unless there is more sickness in our midst than he figgers on.

Dame Rooner says that Simon Whittleby who has lived a batchelor life for lo, these many years is engaged to a handsome widder at the Co. seat to who he has been paying attenshion for some time past and that Simon will be wedded in the not far distant future. Let us trust that this is true. It is not good for man to live alone and Simon is lonesome and lorn.

Hester Whittleby, of Snake Bend, was a guest last week of Mrs. Cyrus Hoskins for about two hours in the afternoon. Hester came to Bingville to do some shopping and just dropped in on Mrs. Hoskins kind of informal like. Come again, Hester.

Jed Peters, our intelligent school teacher, informs us that he will be glad to have the parents of his scholars visit the school to see what progress their children are making, if any. Some can even read and write.

STUCK!

That's What Happend to Poor Ike Witherspoon!—It Was a Turrible Ordeal He Went Through—Full Partickiers as Follers

The Witherspook, one of our most respected townsmen, met with a peccolier and otherwise horrible experiance on Tuesday morning last about 9 a.m. or thereabouts, which he calkilates he will remember to his dyin day or longer if possible, notwithstanding that no bones was broke and he was not injured except bein blame near shooed out his hide and disfigured so as his intimate friends wouldn't have knowed who he was if they had met him under other circumstances.

For a week or two past Mrs. Witherspon has had a awful lot of trubble with the open fireplace in the setin room not drawin as it ort to. The smoke would come out into the room and make Ike and his wife blame near smother their dod-rotted heads off. Sometimes the smoke got so thick that it made the tears run outen their eyes and they would have to go out doors and stand there for a breth of fresh air. At last Ike got sick of it and told his wife he was a goin up on the roof some day to take a look down the chimbley, being as he thought it must be choked up or sumthing.

So on Tuesday morning Ike he hoogled a ladder and climbed up on the roof, whereas his wife thort he had went to the P. O. or some place, taking a broom with him, and when he got to the chimbley he looked down and saw that some of the bricks and mortar had fell in and lodged and been snarled up, which was why the chimbley didn't draw.

So Ike got inside the chimbley and braced hisself agin the sides and went to reach down for the obstrukshion, as you might say, and his foot slipped and he liggered if he didn't shoot down into the inside of the chimbley about 8 feet, where he stuck fast, being unable to git up or down. He hollered for help, and Mrs. Witherspoon, who was a setting in the setting room knitting, heard his voice coming down the chimbley and not recognizing it as Ike's and being superstitious she thort the house was haunted and run across the street to her nabor's, Mrs. Wilkins, all out of breth and skeered, and said she wouldn't go back home for 10 cts.

After a spell Deacon Butterworth past Ike's house and hearing Ike's orful cries of anguish he stopped and listened and lookt around and saw the ladder up agin the house and the broom layin on the roof and got two and two together and clim up the ladder and approached the chimbley and looked down and was horrified to see Ike's black face staring up at him and hollerin "help!"

The deacon didn't recognize him, who had soot all over hisself, and thort he was likely a burglar and grabbed a brick offen the top of the chimbley and was jest a goin to hit Ike on the head with it when Ike pulled to for the land's sake not do it or he would break his skull and explained that he was Ike and had fell into the chimbley and got fast and wanted to get out so allfired bad that he didn't know what to do.

The deacon told Ike to hold on until he could go and get some help, but Ike said he didn't hev to hold on because he was stuck into the chimbley tighter wax, so the deacon clim back down hollerin fire—fire—fire—and the fire dept. responded promptly, and Gabe Tucker, who is chief, wanted to know wher the fire was at and the deacon told him that Ike was in the chimbley, and Gabe misunderstood him and got a bushel of water and clim on the ladder and poured it down the chimbley on Ike believe he could be scaped and by this time the deacon had explained himself and a clothes line was borrowed and throwed up to Gabe, who made it there fabble with a loop on one end and let it down into the chimbley and told Ike to put it under his arms, which Ike done, and then Gabe pulled and Ike pulled and between em Ike he managed to climb out a ladder, but wiser than, with his face as black as a crow's wing and all soaked with worter.

Gabe helped Ike down offen the roof and when Ike struck solid ground he wanted to know who the person was that threwed that cold worter onto him and nobody spoke, and then Ike enters so terrible that the wimmen around who had children sold up to run along home becuz sich langwidge wasn't fit for young ears to listen to.

By this time Ike's wife had ventured across and when Ike finally convinced her who he was she made him go into the house and wash up and get some dry clothes on. He was down street that same afternoon. He reports that the chimbley smokes worsen ever.

Ranse Got Stuck

Ranse Smiley, who hankered a summer boarder for two weeks last summer, got stuck at last and says that he is done taking boarders. The boarder in question was a gentlemanly appearing chap from the city. Ranse told him he would haft to charge him $3.50 a week for board and bed and he seemed satisfied and told Ranse that was cheap. Some do he said that Ranse raised the price to $5, which the boarder agreed to pay.

Well, one day the boarder left on the stage for a trip to the Co. seat, saying that he would be back that evening, but he never showed up from that day to this, and he hasn't returned as yet, and now Ranse has give him up all together. The only thing he left behind is a old pair of what he called "pegnoze" trousers. Ranse has put on these trousers and has been wearing them with the idea of getting something in return for what the feller ate and the wear and tear on his bed. The pants don't fit Ranse very well. They make him look a good deal like a tackle bag.

Bottom Dropped Out

One day last week while Hen Weatherby, prop. of our general store, was measuring out half a peck of beans for Zi Watkins, who didn't take no beans on his place this year, planting his patch of ground in peanuts instead, Hen had the misfortune of his peck measure to drop out, spilling the beans all over the store floor. Hen sells his beans at 25 cts. per peck, but when the bottom dropped out of the measure it made him so mad that he said Zi if he would go to work and gather up the blamed beans offen the floor he might have them for nothink. Zi did so and went home with his beans squinting. Zi says it was a terrible stroke of luck that the bottom dropped outen Hen's measure and almost thinks it was providential.

Hen took the measure to Lem Brown, our expert carpenter, and had Lem put a new bottom into it. Lem used tenderfoot planking. It was the only thing he had to use in his shop. Lem was afeard it was too thick, but Hen said it wasn't—Hen said he wouldn't make no objections if it was twice as thick. Then Lem saw the point. As a result Hen's peck measure when full now holds only about half a peck. It is said to be the smallest peck measure in the vicinity.

Notis to Public

I hereby serve notis on that I want you to stop talking my son Red Hinckley, who ain't quite right in his head, my never was. I have learned you about this in the future, or it hasn't never done no good, and I now warn you again for the last time.

You think it is smart for you to put Red jest to see him run up and call foolish, but you had better stop them or I will not be responsible for the consequence.

Some of these days Red will pick up a stone and throw it and injure you and then you will be sorry you done it and it will serve you right.

You ought to be ashamed to make a person who ain't moren half right. If I catch any person plaguing my son Red I will do something to them.

WIDOW HINCKLEY.

Bingville.

CARPET BEAting DID Promptly!

I have made up my mind to do a few odd jobs of carpet beating if I can get anything to do in Bingville along this line. I don't mind beating a carpet once in a while becuz then I am not between beats. But I don't want a steady job at it. Carpet beating is terrible hard work if you work at it hard enough. As for me, I would rather work off and on—work one day for instance, and then rest three or four.

I can keep awful strong by doing this, and I don't go and tire myself out. If you have a carpet you want beated call on me.

I will beat it as hard as anybody else would beat it at the same price. You naturally want to know what I charge for beating carpets. I don't blame you for this. What I charge for beating a carpet depends altogether on the size of the carpet. In beating carpets I always charge by the square yard on each side and then I'm sure of getting which the job is worth. I will beat these carpets in your own back yard or if you don't like to have me raise a dust so near the house I will carry your carpets off and beat them in somebody else's back yard.

But I will have to charge extra for this.

As a carpet beater I can't be beat. See me if you have carpets to beat.

HANK DEWBERRY
Expert Carpet Beater
Bingville.

Here's Hoping.

FULLERTON SAYS CHANCE WILL HAVE GOOD TEAM.

Has Big Bunch of High-Class Batsmen in the New Yorks and a Dependable Infield — Pitchers Look to Be There and Should Show It With the Proper Kind of Treatment.

BY HUGH S. FULLERTON.

IT SEEMS strange that a whole continent should center its interest upon a club that finished eighth last season, yet there is much speculation this spring as to what Frank Chance, the peerless leader of the Cubs, will do with the tail-end club of the rival league.

I believe Chance will land fifth, with a chance to reach fourth, and an outside chance at third place. His team should not, even with bad luck, finish lower than sixth.

The truth is that last spring I figured the Highlanders a sixth-place club, with a chance to reach fourth. On paper the team figured sixth place, and with eleven points of fifth and twenty-three points of fourth. But because I knew Wolverton I arbitrarily cut forty-eight points off the total of team strength and rated the Highlanders seventh, only a few points ahead of the Browns. They did even worse than I expected.

On individual strength the Highlanders rated sixth last year, and Chance's task does not appear so hard as it might seem. If he restores the club to normal even without improving it, he will show a face improvement to the public. In spite of the winter of knocking I still believe Chance to be one of the greatest handlers of men I ever knew and I am calculating that he will get 6 per cent. more out of his men than they figure on ability.

Look Chance's team over. He intends to return to first himself, not so much to strengthen the position as to be in touch with his pitchers. Chance's great strength for Chicago was his ability to get work out of pitchers and to see when they were not going well, when to take them out, and when to steady them. The Highlander pitching staff needs just such coaching and direction.

Chase is to go to second, a rather strange position for him, yet they say he is wild to play there and that he is eating them alive. He is a great ball player, who for several years has been dissatisfied when not on terms of actual conflict with other players. Chase is devoted to Chance—they are both Native Sons—and have been together on teams on the Coast.

In studying the New York team one thing will strike you, and that is the wonderfully even distribution of the hitting strength of the regulars. There will be seven of them clouting about the same gait, with two, possibly three, in or close to the .300 class. The team is last in fielding, or was last season, but no wonder, since every man played two or three positions and no one tried after the first flash.

Chance certainly will put Hartzell regularly on the infield, where he belongs, and probably at third, although they say that Priest and Midkiff both are making a great bid for the place, which would move Hartzell along to short. There is a swarm of candidates trying for the infield, and Del Paddock, secured from Dubuque last fall, is being touted as a comer, reports indicating he is much improved.

It looks as if Chance has material to make up a cracking infield that can hit above the average. It is experimental, of course, but if Chase really can play second it will present a formidable front and give the Highlanders four .300 hitters and a quartette of corking base runners.

The outfield probably will be Cree, Zinn and Lilevelt. Cree is still a corking good ball player, who has been discounted because he hasn't been spurred to work as he is capable of working. Jack Lilevelt is a ball player, a hitter who is dangerous at all times, and in the .300 class. He was a good ball player with Washington, but for two years was so crippled with rheumatism that he was counted out of it and chased back to the minors. He got rid of the rheumatics and came back strong last fall. Hoff, they say, is coming along strong. For once Chance starts without prejudice again against youngsters, and I think he'll give some of them a chance. He will keep Sterrett and Stump probably and he has a call on a bunch of others.

Sweeney will do the bulk of the backstopping. The big fellow is a whole lot better catcher than he has been rated in the last two years since things commenced to go wrong with the Hilltoppers, and I am figuring on a good year for him. He has not jibed well with the club nor has he played to his standard. This is not criticism of him—any one who could have played good ball in the last two years with that club would have been working for himself and not for the team. Williams, the second catcher, is a pretty fair man who has been knocking in and out for ten years and never has been a star nor will be.

The vital point of the team is pitching. Now if Frank Chance knows anything it is how to work pitchers properly. I have talked with him a hundred times, and know just what he desires. He wants four pitchers in condition to work in rotation. They need not be stars. He wants one star who is a willing worker. Ford is the star, but he never has been a willing worker. He will be this season—or he won't be a star.

I think Chance will use Ford just as he did Brown with Chicago, and from the private reports I received a few days ago from Bermuda, Ford is just as anxious to work as Chance is to have him work. Chance never plays a favorite.

Quinn is fair, and ought to be better; McConnell has the possibilities of a great pitcher, and Caldwell ought to be good. The reports from Bermuda are that Jack Wharhop is the comeback of the spring. I always discount New York spring reports about 60 per cent. because most of the reporters are shillibers—but this is not for the papers, but personal. Besides that, they are touting two youngsters strong.

Put this down in the book: No one can win pennants with young players, especially pitchers, and only in rare cases can any one bring back a dead team. There is more chance, however, of making a good showing with old players, if they will work, than with youngsters willing to work their heads off.

Conditions in New York favor the comeback of the veterans. The coming of Chance is in the nature of a revolution, and every one is starting anew. Chance has to make good to square accounts with the National League. The American League wants him to make good. He starts under very promising conditions, and I think he has it in him. I inquired of one man with the team carefully as to the feeling of the men toward Chance. From his reports the players are with him to a man—which means much more than any showing on paper can mean regarding the improvement of the club.

At California.

SOUTHERN BOY TAKES HONORS IN THE NORTH.

[BY A. P. NIGHT WIRE TO THE TIMES.]

BERKELEY, April 5.—Stockton High School won the third annual Pacific Coast interscholastic track and field meet today with a total of 22 points. Pomona was second with 15, Anaheim and Healdsburg tied for third place with ten points each.

The summary of results:

Mile run—Won by Beebe (Anaheim,) Skilling (Petaluma) second, Cook (San Jose) third; time, 4m. 4[illegible] 1-10s.

The 100-yard dash—Won by Briggs (Healdsburg,) Drummond (Berkeley,) second, Kerrick (Lowell,) third; time, 10 1-5s.

Hammer throw—Won by Walter (Exeter,) Molding (Oakland,) second, Pearch (Colorado,) third; distance 160 ft. 10 1-2 in.

Discus throw—The results in this event do not count in final score—Won by C. A. Caughey (Ukiah,) Buckle (Occidental,) second, Elliot (Anaheim,) third; distance, 115 ft.

Javelin throw—Does not count on final score—Won by Simmermacher (Sacramento,) Wallace (Colorado,) second, Rimers (Berkeley,) third; distance, 128 ft.

The 120-yard dash hurdles, won by Grunsky (Stockston,) Wood (Berkeley,) second, Kelsnig (Berkeley,) third; time, 16 1-5s.

The 440-yard dash won by Parker (Stockton,) Parker (Pomona,) second, Lawson (Berkeley,) third; time, 52 1-5s.

The 220-yard low hurdles won by Grunsky (Stockton,) Urban (Marysville,) second, Chapman (Berkeley,) third; time, 27s.

Shot put—Won by Cowey (Ukiah,) Batelhae (Gridley,) second, Bihlman (Marysville,) third; distance 51 ft. 7 in.; breaks previous record of 49 ft. 8 in.; second place also broke record.

The 2 1-2 mile cross country run—Won by Fremont, score, 101; Berkeley High, second, score, 65; Palo Alto, third, score 63 points; finishes were as follows: Moorehead Sutter Union,) Llyod (Fremont;) Louckes (Mountain View,) Dunn (Berkeley,) McKnight Fremont.

The 880-yard dash—Won by Beebe (Anaheim,) Chapman (Santa Rosa,) second, Lander (Hollywood,) third; time, 2m. 5 2-5s.

The 220-yard dash—Won by Briggs (Healdsburg,) Parker (Stockton,) second, Stone (Pomona,) third; time, 22 2-5s.

High Jump—Won by Nichols (Pomona,) Hutchinson (Manzanita,) and Lachmund (Palo Alto,) tied for second; height 6 feet 1 3-4 in.; ties Pacific Coast interscholastic record.

Broad jump—Won by Parker (Stockton,) Brown, (Euguene Ore.,) second, Forbes (Hollywood,) third; distance, 21 ft. 8 3-4 in.

BASEBALL RESULTS.

At New Haven, Conn.—Yale, 6; Trinity, 0.

At New York—Columbia, 9; Rutgers, 7.

At Princeton, N. J.—Princeton, 15; New York University, 1.

At Philadelphia—University of Pennsylvania, 4; Swarthmore, 4 (12 innings.)

At Philadelphia—Philadelphia Americans, 2; Philadelphia Nationals 2 (16 innings; game called, darkness.)

At Washington—Cornell, 3; Georgetown, 2.

Baseball Guides for Coupons

The Times will give away

Reach's Official Baseball Guide

FOR 1913 FREE.

Present this coupon at the counter in The Times Business Office, First Street and Broadway, and get the latest copy of Reach's Baseball Guide—absolutely free.

Impressive.

EASTER MORN ON RUBIDOUX'

Bright Lights of Motor Cars Shine on Mountain.

Frank Miller Makes Possible Unique Auto Trip.

Rock for Pulpit as Red Glow Shines in East.

BY HUGH M'DOWELL.

There is a rare fascination about motor touring by moonlight that but few realize. With the "lesser light" of the moon, the picture of the landscape is impressionistic; the trees, the houses, the domestic animals occasionally seen, all that go to compose the passing scene assume new, strange and often weird forms. Cottontails dart across the road ahead of the car, a jack-rabbit is seen now and then skipping away through the brush, owls bowl through the air, glimpses are caught of moving things that cannot be identified, and occasionally in the more remote sections, a coyote will appear, stop and standing motionless for a time, will inspect the strange invader of his nocturnal realm.

Such a joyride was taken by the artist and his wife, the country correspondence editor and the magazine editor, who made a pilgrimage from The Times Office to Rubidoux Mountain at Riverside, Easter morning. Leaving at 12:45 a.m., going by way of Foothill boulevard, Cucamonga and Wineville, doing a little wandering by the wayside, the party arrived at the summit of the mountain at 4:45 a.m., the first automobile there. Although the services were to begin at sunrise—6 o'clock—about a dozen people had already reached there on foot, and other machines followed immediately and in rapid succession, until about 3000 people were swarming on the summit.

During most of the trip from Los Angeles the full moon had beamed down, only occasionally shaded by filmy clouds. Before Riverside was reached, however, the clouds grew denser and the ascent of the mountain was made by The Times party in comparative darkness, the roadway being lighted mainly by the electric searchlight and headlights of the car.

The road was not new to the driver, however, and in the absence of police the "slow" signs were not considered to be in force and the little Ford car made the top on the high gear and in what must have been somewhere near record time. Remarks by the passengers when the top was reached indicated that there had been mighty little weight on the seats under them when some of the hairpin turns were made on the way up. But to the credit of the artist's wife be it said, she did not utter a sound of apprehension, although one of the men sat still in the car for half an hour after it stopped, to rest and calm his nerves.

ON RUBIDOUX.

The ascent was, however, but the introduction to scenes and events that will never be forgotten by those who witnessed them. The city yet lay in darkness, but here and there in the streets could be seen headlights of automobiles, some far out in the suburbs, some near by, all rushing toward Rubidoux. Soon they began to gather in considerable numbers at the foot, and then came a weird procession, as following one another up the serpentine trail of the mountain drive the black figures of the machines alternated with the piercing streams of light in front of them. Passengers began unloading by dozens and scores, and before 6 o'clock the space at the top was packed with people. As sunrise approached, a party of young girls from the Indian school, seated on a rocky eminence, sang "He Is Risen" and one or two other appropriate songs were effectively rendered, but this was done informally, and was not a part of the regular programme of services.

A hush of silence fell over the vast audience at a request from a man on the rock that served as a pulpit, as a red glow in the East indicated the approach of the sun. Then the clear notes of a cornet rang out over the mountain and across in the valley, in the tones of "The Holy City." Scarcely half a dozen measures had been played when a brilliant spark of light appeared on the horizon and a moment later the full orb of the sun had burst forth, clear and brilliant. The whole assemblage was possessed of a thrill of astonishment and admiration that could scarcely be repressed. The sun was too bright to be held by the eye, but in the opposite direction another scene scarcely less wonderful presented itself. Away in the west the high snow-covered mountains lifted their heads above a broad stratum of clouds, beneath which lay the dark foothills, as if cowering before the majesty of the greater mountains.

THOU ART GOD.

These scenes gave peculiar impressiveness to the scripture reading: "Lord, Thou hast been our dwelling-place in all generations. Before the mountains were brought forth or ever Thou hadst formed the earth and the world, even from everlasting to everlasting, Thou art God." "I will lift up mine eyes to the hills from whence cometh my help," etc.

Dr. Henry Van Dyke could have had no more favorable conditions under which to read his beautiful poem, "God of the Open Air." Appropriately dressed in an outing suit, with Norfolk jacket, his strong clear voice expressed with eloquent force the splendid sentiment of his verse. The final invocation and benediction made a [illegible]ting conclusion of the formal exercises. Many lingered for some time to admire the unparalleled panorama spread out before them and look "through nature up to nature's God."

Every one who went up to the Serra Cross that morning owes a debt of gratitude to Frank Miller of the Glenwood Inn and those associated with him in arranging for this novel and impressive pilgrimage, and after it was over scores went to what Mr. Miller calls his "boarding-house," but what travelers have called the most satisfactory hotel in the world.

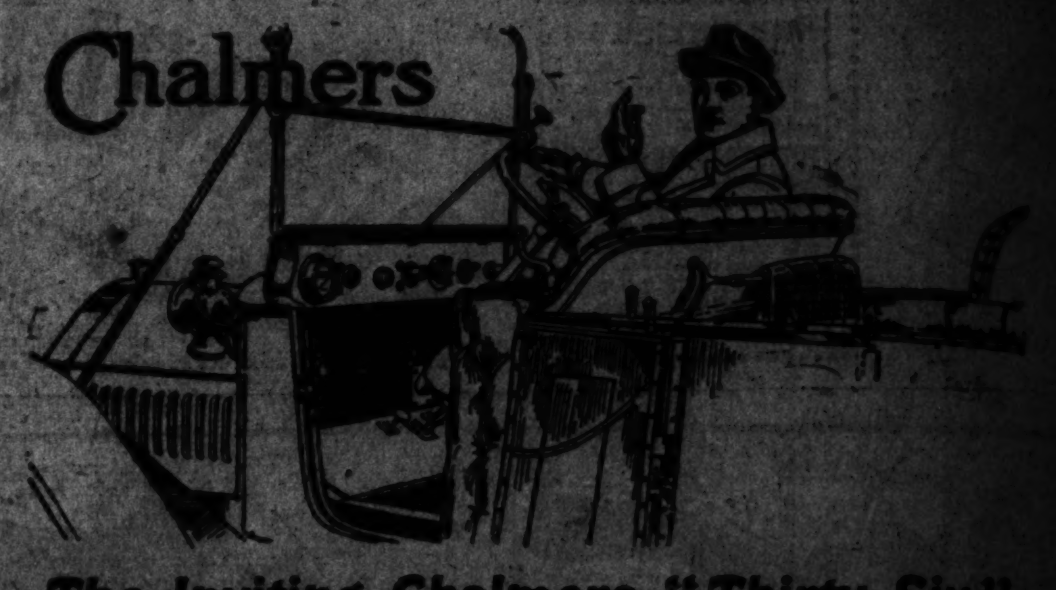
NAGLE BOOSTING.

SAN FRANCISCO, April 5.—[By A. P. Night Wire.] Walter Nagle, who will manage the San Jose team in the California minor league, was with the Los Angeles club for the better part of their training season and is enthusiastic for their prospects. Nagle is here looking for more players and in gossiping about the Coast League, gave the Angels a far better team than has general opinion in the northern half of the State.

Dirty Tan Shoes Dyed Black

with "Japanole." [illegible]

Chalmers



The Inviting Chalmers "Thirty-Six"

Inviting because it simply appears good and right. Some houses are that way—the ones you know are right, without knowing just why.

The wide door invites you to step in, the deep cushions to sit down, the big steering wheel to drive.

Just keep your seat—don't get out in the street again. The control of this car is centered on the cowled dash.

Push a button and the Chalmers cranks itself. Chalmers air pressure starter does it—best starter made because simplest, most economical, quickest action, most reliable under all conditions.

Chalmers was the first car to have a dependable starter. Chalmers "Thirty-Six" gave a trade name to the year 1912. That year goes down in automobile history as "Self-Starter year." Chalmers cars set fashions.

Just move a lever and the carburetor is adjusted.

Turn a switch and the electric lights are on.

The levers and pedals and wheel are just where you want them. In fact, all the "controls" of the Chalmers are right to your hand—most of them artistically grouped on the stylishly cowled dash.

And, by the way, that's another big automobile improvement that Chalmers had first—the cowled dash. Compare this one feature with the same on other cars—see if the Chalmers isn't better done.

Rims are demountable. Tires can be inflated from the compressed air tank—no pumping. Others ask you to pay extra for this feature.

In view of all these good points, a Chalmers "Thirty-Six" is particularly inviting because of its price—only $2100 (f. o. b. Los Angeles) for a fully equipped up-to-the-minute motor car of A-1 goodness. Always on view at our showrooms.

CHALMERS MOTOR CO. DETROIT, MICH. U.S.A.

This monogram stands for all you can ask in a motor car

CHALMERS-LOS ANGELES COMPANY
RETAIL ONLY 727 SOUTH OLIVE

WESTERN MOTOR CAR COMPANY
WHOLESALE 10TH AND HOPE

Locomobile

Ten Inch Upholstery adds the final touch of luxury, giving to the Locomobile a riding ease found in no other high grade car. Used in connection with Locomobile free-acting springs that carry the car, but do not act as part of the driving mechanism. It makes every mile a luxurious mile, even on the longest tours.

Electric Motor Starter

As reliable as the engine on which it is used. Combined with the most expensive electric lighting system. The best electrical equipment.

The Locomobile Company of America
Pico Street and Grand Avenue
Main Office and Works: Bridgeport, Conn.
BRANCHES—New York, Chicago, Boston, Philadelphia, Washington, St. Louis, Baltimore, Atlanta, San Francisco, Los Angeles, Oakland, Minneapolis, Pittsburgh.

Why the KisselKar Elec[tric]
Starter is the best sta[rting]
device put on automo[biles]

Everyday service in the hands of owners has demonstrated that only *one* type of self-starter—the *electric*—meets every demand for reliability, and is without drawbacks to offset its value as the greatest convenience yet added to the modern car. The electric system starts the engine by turning it over exactly as by cranking, but a thousand times more effectively because it "*spins*" the engine and is powerful enough even to drive the car [illegible]

KISSELKAR

"Thirty" $1825
"Fifty" $2650
FULLY EQUIPPED

In every detail of construction and refinement of appointment and finish the KisselKar is a superb automobile. No car is better built—few are so spacious and so easy riding—no other

KisselKar Service is supplied by a national organization of special service-centers of which this is one, consisting of a special building, organization and equipment maintained by the manufacturer to oversee and

For economical delivery, investigate KisselKar commercial trucks, 1500 lb. [illegible]

THE KISSEL AUTOMOBILE CO.
118 West Pico St.
Los Angeles Cal.

GET A GOOD MEERSCHAUM FOR $4.95

This week's special will be nice large meerschaums with Amber Stems, all in fine plush lined leather cases. The same pipes as usually sold at $6.00, $8.00, $7.00.

THE BIG PIPE STORE, Established 30 Years.

W. F. BALL, 110 North Spring Street
Headquarters for Fine Pipes and Pipe Repairing

Sop-O-ZoN

The quickest and most thorough solvent of grease, paint, printer's ink, dirt, stains, etc. Indispensable to automobilists and machinists for cleaning the hands. Ask your dealer. DOBBICK CHEMICAL CO., Sole Mfrs.

WEBB'S HAIR TO[NIC]

Cures Dandruff—stimulates growth of hair—[illegible] best hair tonic ever produced. For sale by [illegible]